

the proposed AD clarify that those airplanes that have not yet met the requirements of AD 2023–08–04 must still meet the inspection requirements of Boeing Alert Requirements Bulletin B787–81205–SB380021–00 RB, Issue 001, dated August 12, 2022.

The FAA agrees that the applicability of the NPRM did not include Model 787–10 airplanes. Those airplanes had been removed from the applicability of the proposed AD because Boeing had originally stated that Model 787–10 airplanes were delivered with safety-strap clamshell couplings on affected potable water lines, so those airplanes were not included in Boeing Requirements Bulletin B787–81205–SB250299–00 RB, Issue 001, dated July 31, 2023 (the service information specified in paragraph (j) of the proposed AD). Accordingly, the NPRM stated that Model 787–10 airplanes were no longer subject to the unsafe condition and therefore not included in the applicability. However, as Boeing stated, there is a possibility that some Model 787–10 airplanes may have been in storage and not inspected as required by AD 2023–08–04 (and restated in retained paragraph (g) of the proposed AD). Therefore, if appropriate, those airplanes will be included in future rulemaking that addresses the unsafe condition. Because the NPRM is withdrawn, no further action is necessary for this NPRM.

#### FAA's Conclusions

Upon further consideration, the FAA has determined that the NPRM would not adequately address the identified unsafe condition. Accordingly, the NPRM is withdrawn. AD 2023–08–04 remains in effect unless it is later superseded.

#### Regulatory Findings

Since this action only withdraws an NPRM, it is neither a proposed nor a final rule. This action therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### The Withdrawal

■ Accordingly, the notice of proposed rulemaking (Docket No. FAA–2024–1884), which was published in the **Federal Register** on July 15, 2024 (89 FR 57374), is withdrawn.

Issued on January 28, 2025.

**Suzanne Masterson,**

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

[FR Doc. 2025–02069 Filed 2–3–25; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA–2025–0016; Project Identifier MCAI–2023–01047–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 determination that new or more restrictive airworthiness limitations are necessary. This proposed AD would require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. 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 March 21, 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](https://www.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](https://www.regulations.gov) under Docket No. FAA–2025–0016; 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; phone 514–855–2999; email [ac.yul@aero.bombardier.com](mailto:ac.yul@aero.bombardier.com); website [bombardier.com](https://www.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:**

Mark Taylor, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7300; email: [9-avs-nyaco-cos@faa.gov](mailto: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–2025–0016; Project Identifier MCAI–2023–01047–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](https://www.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 Mark Taylor, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7300; email: [9-avs-nyaco-cos@faa.gov](mailto: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-2023-65, dated October 3, 2023 (Transport Canada AD CF-2023-65) (also referred to after this as the MCAI), to correct an unsafe condition for certain Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes. The MCAI states that new or more restrictive airworthiness limitations have been developed.

The FAA is proposing this AD to address new or more restrictive airworthiness limitations. Failure to adhere to the specified airworthiness limitations could adversely affect the stability and controllability of the airplane on landing and could result in damage to the airplane. You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-0016.

### Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed the following Bombardier documents:

- Part 2, "Airworthiness Limitations," of Bombardier Global Express Time Limits/Maintenance Checks (TLMC), Publication No. BD-700 TLMC, Revision 35, dated December 19, 2023. (For obtaining this part of Bombardier Global Express TLMC, Publication No. BD-700 TLMC, use Document Identification No. GL 700 TLMC.)
- Part 2, "Airworthiness Limitations," of Bombardier Global Express XRS TLMC, Publication No. BD-700 XRS TLMC, Revision 22, dated December 19, 2023. (For obtaining this part of Bombardier Global Express XRS TLMC, use Document Identification No. GL XRS TLMC.)
- Part 2, "Airworthiness Limitations," of Bombardier Global 6000 TLMC, Publication No. GL 6000 TLMC, Revision 16, dated December 19, 2023.

- Part 2, "Airworthiness Limitations," of Bombardier Global 6500 TLMC, Publication No. GL 6500 TLMC, Revision 5, dated December 19, 2023.

- Part 2, "Airworthiness Limitations," of Bombardier Global 5000 TLMC, Publication No. BD-700 TLMC, Revision 26, dated December 19, 2023. (For obtaining this part of Bombardier Global 5000 TLMC, Publication No. BD-700 TLMC, use Document Identification No. GL 5000 TLMC.)

- Part 2, "Airworthiness Limitations," of Bombardier Global 5500 TLMC, Publication No. GL 5500 TLMC, Revision 5, dated December 19, 2023.

- Part 2, "Airworthiness Limitations," of Bombardier Global 5000 TLMC, Publication No. GL 5000 GVFD TLMC, Revision 16, dated December 19, 2023.

This material specifies new or more restrictive airworthiness limitations for safe life limits (for certain main landing gear and nose landing gear components) and certification maintenance requirements (for the shock strut axle and service door, pitch trim actuator, and nose landing gear shock-strut assembly to retraction-actuator main-fitting joint). These documents are distinct since they apply to different airplane models in different configurations. 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, the FAA has been notified of the unsafe condition described in the MCAI and material referenced above. The FAA is proposing this AD because the FAA evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop on other products of the same type design.

### Proposed Requirements of This NPRM

This proposed AD would require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations.

This proposed AD would require revisions to certain operator maintenance documents to include new

actions (e.g., inspections). Compliance with these actions is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this proposed AD, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (j)(1) of this proposed AD.

### Differences Between This Proposed AD and the MCAI

Although the applicability of Transport Canada AD CF-2023-65 includes Bombardier, Inc., Model BD-700-1A10 airplane having serial number 9001, that airplane is not included on the U.S. type certificate data sheet. Therefore, the applicability of this proposed AD does not include that airplane.

### Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 484 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

The FAA has determined that revising the maintenance or inspection program takes an average of 90 work-hours per operator, although the agency recognizes that this number may vary from operator to operator. Since operators incorporate maintenance or inspection program changes for their affected fleet(s), the FAA has determined that a per-operator estimate is more accurate than a per-airplane estimate. Therefore, the agency estimates the average total cost per operator to be \$7,650 (90 work-hours × \$85 per work-hour).

### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or

develop on products identified in this rulemaking action.

### Regulatory Findings

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–2025–0016; Project Identifier MCAI–2023–01047–T.

#### (a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by March 21, 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 numbers (S/Ns) 9002 through 9879 inclusive, 9998, and 60001 through 60065 inclusive.

#### (d) Subject

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

### (e) Unsafe Condition

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address new or more restrictive airworthiness limitations. Failure to adhere to the specified airworthiness limitations could adversely affect the stability and controllability of the airplane on landing and could result in damage to the airplane.

### (f) Compliance

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

### (g) Maintenance or Inspection Program Revision

Within 60 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in the tasks identified in table 1 to paragraph (g) of this AD, of Part 2, “Airworthiness Limitations,” of the applicable time limits/maintenance checks (TLMC) manual identified in table 2 of this AD. The initial compliance time for doing the tasks is at the time specified in the applicable TLMC manual identified in table 2 to paragraph (g) of this AD, or within 60 days after the effective date of this AD, whichever occurs later, except as provided by paragraph (h) of this AD.

TABLE 1 TO PARAGRAPH (g)—NEW OR REVISED TASKS

Applicable airplane model (marketing designation)	Chapter 5 task No.	Task title	Affected section
All airplanes .....	27–41–09–107	Restoration of the Pitch Trim Actuator, Part No. GT412–4001–7.	5–10–20, “Time Limits—Supplementary Limitations”.
All airplanes except Model BD–700–1A10 (Global 6500) airplanes and Model BD–700–1A11 (Global 5500) airplanes.	32–11–17–106	Discard the Main Landing Gear (MLG) Side-Stay Upper-Pin, Part No. GM227–1725.	5–10–10, “Life Limits (Structures),” or 5–10–90, “Life Limits (Structures),” as applicable.
All airplanes .....	32–21–01–101	Discard the Nose Landing Gear (NLG) Shock Strut Axle, Part No. 1286–0201/–0203/–0204.	5–10–10, “Life Limits (Structures),” or 5–10–90, “Life Limits (Structures),” as applicable.
All airplanes except Model BD–700–1A10 (Global 6500) airplanes and Model BD–700–1A11 (Global 5500) airplanes.	32–21–01–103	Discard the Nose Landing Gear (NLG) Shock Strut Main Fitting, Part No. 1286–0101/–0109.	5–10–10, “Life Limits (Structures),” or 5–10–90, “Life Limits (Structures),” as applicable.
All airplanes except Model BD–700–1A10 (Global 6500) airplanes and Model BD–700–1A11 (Global 5500) airplanes.	32–21–01–107	Discard the Nose Landing Gear (NLG) Shock Strut Retraction Actuator Bolt, Part No. 1285–0007/–0041.	5–10–10, “Life Limits (Structures),” or 5–10–90, “Life Limits (Structures),” as applicable.
All airplanes except Model BD–700–1A10 (Global 6500) airplanes and Model BD–700–1A11 (Global 5500) airplanes.	32–21–01–108	Discard the Nose Landing Gear (NLG) Shock Strut Steering Actuator Bolt, Part No. 1285–0010.	5–10–10, “Life Limits (Structures),” or 5–10–90, “Life Limits (Structures),” as applicable.
All airplanes except Model BD–700–1A10 (Global 6500) airplanes and Model BD–700–1A11 (Global 5500) airplanes.	32–21–05–107	Discard the Nose Landing Gear (NLG) Drag Brace Forward Stabilizer Link, Part No. 22580.	5–10–10, “Life Limits (Structures),” or 5–10–90, “Life Limits (Structures),” as applicable.
All airplanes except Model BD–700–1A10 (Global 6500) airplanes and Model BD–700–1A11 (Global 5500) airplanes.	32–21–05–108	Discard the Nose Landing Gear (NLG) Drag Brace Aft Stabilizer Link, Part No. 22585.	5–10–10, “Life Limits (Structures),” or 5–10–90, “Life Limits (Structures),” as applicable.

TABLE 1 TO PARAGRAPH (g)—NEW OR REVISED TASKS—Continued

Applicable airplane model (marketing designation)	Chapter 5 task No.	Task title	Affected section
All airplanes except Model BD-700-1A10 (Global 6500) airplanes and Model BD-700-1A11 (Global 5500) airplanes.	32-32-01-105	Discard the Main Landing Gear (MLG) Retraction Actuator Assembly, Part No. 21600.	5-10-90, "Life Limits (Structures)".
All airplanes except Model BD-700-1A10 (Global 6500) airplanes and Model BD-700-1A11 (Global 5500) airplanes.	32-32-05-107	Discard the Main Landing Gear (MLG) Uplock Assembly, Part No. 21900.	5-10-90, "Life Limits (Structures)".
All airplanes except Model BD-700-1A10 (Global 6500) airplanes and Model BD-700-1A11 (Global 5500) airplanes.	32-33-01-105	Discard the Nose Landing Gear (NLG) Retraction Actuator Assembly, Part No. 22400-101/-103.	5-10-90, "Life Limits (Structures)".
Model BD-700-1A10 (Global Express and Global Express XRS) airplanes.	32-33-01-111	Restoration of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint (Post SB 700-32-035 Part C).	5-10-20, "Time Limits—Supplementary Limitations".
Model BD-700-1A10 (Global 6000) airplanes.	32-33-01-111	Restoration of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint (A/C 9640 and Subs or A/C Post SB 700-32-6011 Part C).	5-10-20, "Time Limits—Supplementary Limitations".
Model BD-700-1A10 (Global 6500) airplanes and Model BD-700-1A11 (Global 5500) airplanes.	32-33-01-111	Restoration of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint.	5-10-20, "Time Limits—Supplementary Limitations".
Model BD-700-1A11 (Global 5000) airplanes.	32-33-01-111	Restoration of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint (Post SB 700-1A11-32-022 Part C).	5-10-20, "Time Limits—Supplementary Limitations".
Model BD-700-1A11 (Global 5000 featuring GVFD) airplanes.	32-33-01-111	Restoration of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint (A/C 9639 and Subs or A/C Post SB 700-32-5011 Part C).	5-10-20, "Time Limits—Supplementary Limitations".
All airplanes except Model BD-700-1A10 (Global 6500) airplanes and Model BD-700-1A11 (Global 5500) airplanes.	32-33-05-106	Discard the Nose Landing Gear (NLG) Uplock Assembly, Part No. 22600-101/-103.	5-10-90, "Life Limits (Structures)".
Model BD-700-1A10 (Global Express and Global Express XRS) airplanes.	32-33-01-112	Detailed Inspection of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint (Post SB 700-32-035 Part C).	5-10-20, "Time Limits—Supplementary Limitations".
Model BD-700-1A10 (Global 6000) airplanes.	32-33-01-112	Detailed Inspection of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint (A/C 9640 and Subs or A/C Post SB 700-32-6011 Part C).	5-10-20, "Time Limits—Supplementary Limitations".
Model BD-700-1A10 (Global 6500) airplanes and Model BD-700-1A11 (Global 5500) airplanes.	32-33-01-112	Detailed Inspection of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint.	5-10-20, "Time Limits—Supplementary Limitations".
Model BD-700-1A11 (Global 5000) airplanes.	32-33-01-112	Detailed Inspection of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint (Post SB 700-1A11-32-022 Part C).	5-10-20, "Time Limits—Supplementary Limitations".
Model BD-700-1A11 (Global 5000 featuring GVFD) airplanes.	32-33-01-112	Detailed Inspection of the Nose Landing Gear (NLG) Shock-Strut Assembly to Retraction-Actuator Main-Fitting Joint (A/C 9639 and Subs or A/C Post SB 700-32-5011 Part C).	5-10-20, "Time Limits—Supplementary Limitations".
Model BD-700-1A10 (Global Express, Global Express XRS, Global 6000, and Global 6500) airplanes.	53-20-00-122	Detailed Inspection of the Machined Fittings and Skin Around the Service Door, FS295.00 to FS310.00 and STR22R to STR24R.	5-10-30, "Airworthiness Limitation Items".
All Model BD-700-1A11 (Global 5000, Global 5500, and Global 5000 featuring GVFD) airplanes.	53-20-00-122	Detailed Inspection of the Machined Fittings and Skin Around the Service Door, FS295.00+32.00 to FS310.00+32.00 and STR22R to STR24R.	5-10-30, "Airworthiness Limitation Items".

TABLE 1 TO PARAGRAPH (g)—NEW OR REVISED TASKS—Continued

Applicable airplane model (marketing designation)	Chapter 5 task No.	Task title	Affected section
Model BD-700-1A10 (Global Express, Global Express XRS, Global 6000, and Global 6500) airplanes.	53-20-00-140	Detailed Inspection of the External Skin Around the Service Door Cutout, FS295.00 to FS310.00 and STR22R to STR24R.	5-10-50, "High Altitude Special Conditions (HASC) Limitations".
Model BD-700-1A11 (Global 5000, Global 5500, and Global 5000 featuring GVFD) airplanes.	53-20-00-140	Detailed Inspection of the External Skin Around the Service Door Cutout, FS295.00+32.00 to FS310.00+32.00 and STR22R to STR24R.	5-10-50, "High Altitude Special Conditions (HASC) Limitations".

TABLE 2 TO PARAGRAPH (g)—APPLICABLE TLMC MANUAL

Airplane model (marketing designation)	Title	Revision	Date
Model BD-700-1A10 (Global Express) .....	Bombardier Global Express TLMC, Publication No. BD-700 TLMC <sup>1</sup> .	35	December 19, 2023.
Model BD-700-1A10 (Global Express XRS) .....	Bombardier Global Express XRS TLMC, Publication No. BD-700 XRS TLMC <sup>2</sup> .	22	December 19, 2023.
Model BD-700-1A10 (Global 6000) .....	Bombardier Global 6000 TLMC, Publication No. GL 6000 TLMC.	16	December 19, 2023.
Model BD-700-1A10 (Global 6500) .....	Bombardier Global 6500 TLMC, Publication No. GL 6500 TLMC.	5	December 19, 2023.
Model BD-700-1A11 (Global 5000) .....	Bombardier Global 5000 TLMC, Publication No. BD-700 TLMC <sup>3</sup> .	26	December 19, 2023.
Model BD-700-1A11 (Global 5500) .....	Bombardier Global 5500 TLMC, Publication No. GL 5500 TLMC.	5	December 19, 2023.
Model BD-700-1A11 (Global 5000 featuring Global Vision Flight Deck (GVFD)).	Bombardier Global 5000 TLMC, Publication No. GL 5000 GVFD TLMC.	16	December 19, 2023.

<sup>1</sup> For obtaining the tasks specified in Bombardier Global Express TLMC, Publication No. BD-700 TLMC, use Document Identification No. GL 700 TLMC.

<sup>2</sup> For obtaining the tasks specified in Bombardier Global Express XRS TLMC, Publication No. BD-700 XRS TLMC, use Document Identification No. GL XRS TLMC.

<sup>3</sup> For obtaining the tasks specified in Bombardier Global 5000 TLMC, Publication No. BD-700 TLMC, use Document Identification No. GL 5000 TLMC.

#### (h) Exception to the Compliance Time for a Certain Task

For Task No. 32-33-01-112 of section 5-10-20, "Time Limits—Supplementary Limitations," of Part 2, "Airworthiness Limitations," of the applicable TLMC manual identified in table 2 of this AD: The initial compliance time for doing this task is at the applicable compliance time specified in paragraph (h)(1) or (2) of this AD, or within 60 days after the effective date of this AD, whichever occurs later.

(1) For airplanes that have accomplished Task No. 32-33-01-111, of section 5-10-20, "Time Limits—Supplementary Limitations," of Part 2, "Airworthiness Limitations," of the applicable TLMC manual identified in table 2 of this AD, as of the effective date of this AD: Within 1,500 flight hours after the effective date of this AD, or within 1,500 flight cycles (*i.e.*, landings) after the most recent accomplishment of Task No. 32-33-01-111, whichever occurs first.

(2) For airplanes that have not accomplished Task No. 32-33-01-111, of section 5-10-20, "Time Limits—Supplementary Limitations," of Part 2, "Airworthiness Limitations," of the applicable TLMC manual identified in table 2 of this AD, as of the effective date of this AD: Within 1,500 flight hours after the effective date of this AD, or before the accumulation of 1,500 total flight cycles (*i.e.*, landings), whichever occurs first.

#### (i) No Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraphs (g) of this AD, no alternative actions (*e.g.*, inspections) or intervals may be used unless the actions and intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

#### (j) 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 (k) 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.

#### (k) Additional Information

For more information about this AD, contact Mark Taylor, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7300; email: [9-avs-nyaco-cos@faa.gov](mailto:9-avs-nyaco-cos@faa.gov).

#### (l) 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) Part 2, "Airworthiness Limitations," of Bombardier Global Express Time Limits/Maintenance Checks (TLMC), Publication No. BD-700 TLMC, Revision 35, dated December 19, 2023.

**Note 1 to paragraph (l)(2)(i):** For obtaining the information specified in paragraph (l)(2)(i) of this AD for Bombardier Global Express TLMC, Publication No. BD-700 TLMC, use Document Identification No. GL 700 TLMC.

(ii) Part 2, “Airworthiness Limitations,” of Bombardier Global Express XRS TLMC, Publication No. BD-700 XRS TLMC, Revision 22, dated December 19, 2023.

**Note 2 to paragraph (I)(2)(ii):** For obtaining the information specified in paragraph (I)(2)(ii) of this AD for Bombardier Global Express XRS TLMC, Publication No. BD-700 XRS TLMC, use Document Identification No. GL XRS TLMC.

(iii) Part 2, “Airworthiness Limitations,” of Bombardier Global 6000 TLMC, Publication No. GL 6000 TLMC, Revision 16, dated December 19, 2023.

(iv) Part 2, “Airworthiness Limitations,” of Bombardier Global 6500 TLMC, Publication No. GL 6500 TLMC, Revision 5, dated December 19, 2023.

(v) Part 2, “Airworthiness Limitations,” of Bombardier Global 5000 TLMC, Publication No. BD-700 TLMC, Revision 26, dated December 19, 2023.

**Note 3 to paragraph (I)(2)(v):** For obtaining the information specified in paragraph (I)(2)(v) of this AD for Bombardier Global 5000 TLMC, Publication No. BD-700 TLMC, use Document Identification No. GL 5000 TLMC.

(vi) Part 2, “Airworthiness Limitations,” of Bombardier Global 5500 Time Limits/Maintenance Checks, Publication No. GL 5500 TLMC, Revision 5, dated December 19, 2023.

(vii) Part 2, “Airworthiness Limitations,” of Bombardier Global 5000 TLMC, Publication No. GL 5000 GVFD TLMC, Revision 16, dated December 19, 2023.

(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; phone 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 January 27, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025-02035 Filed 2-3-25; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2024-2114; Airspace Docket No. 24-AGL-19]

RIN 2120-AA66

#### Amendment of Class E Airspace; Marysville, OH

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend the Class E airspace at Marysville, OH. The FAA is proposing this action as the result of an airspace review conducted due to the decommissioning of the Marysville nondirectional beacon (NDB). This action will bring the airspace into compliance with FAA orders and support instrument flight rule (IFR) procedures and operations.

**DATES:** Comments must be received on or before March 21, 2025.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2024-2114 and Airspace Docket No. 24-AGL-19 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instruction for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* *Fax:* Fax comments to Docket Operations at (202) 493-2251.

**Docket:** Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). 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:

Rebecca Shelby, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5857.

#### 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 would amend the Class E airspace extending upward from 700 feet above the surface at Union County Airport, Marysville, OH, to support IFR operations at this airport.

##### Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it received on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring