(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR–520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Related Information

(1) For more information about this AD, contact Nicole Tsang, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3959; email: *nicole.s.tsang@faa.gov.*

(2) For B/E Aerospace material identified in this AD that is not incorporated by reference, contact Collins Aerospace, Interiors—B/E Aerospace—ALCI, 11404 Commando Road, Suite B, Everett, WA 98204, United States; telephone +1–888–232–2594; email *interiors.techsupport@collins.com;* website *customers.collinsaerospace.com.*

(k) Material Incorporated by Reference

None.

Issued on March 13, 2025.

Peter A. White,

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

[FR Doc. 2025–06157 Filed 4–10–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0616; Project Identifier MCAI–2024–00304–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 all Bombardier, Inc., Model CL–600–1A11 (600) and CL–600–2A12 (601) airplanes, and certain Model CL–600–2B16 (601–3A, 601–3R, and 604 Variants) 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 May 27, 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–2025–0616; 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: Brenda L. Buitrago, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 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–2025–0616; Project Identifier MCAI–2024–00304–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 Brenda L. Buitrago, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 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–2024–16, dated May 23, 2024 (Transport Canada AD CF–2024–16) (also referred to after this as the MCAI), to correct an unsafe condition for all Bombardier, Inc., Model CL–600–1A11 (600), CL–600–2A12 (601), and CL–600–2B16 (601–3A, 601–3R, and 604 Variants) airplanes. The MCAI states that new or more restrictive airworthiness limitations have been developed.

Model CL–600–2B16 (604 Variant) airplanes having serial numbers 6193 and subsequent must comply with the airworthiness limitations specified as part of the approved type design. Therefore, this proposed AD does not include those airplanes in the applicability.

The FAA is proposing this AD to address new and more restrictive limitations. The new and more restrictive limitations include tasks and limitations for which a threshold or repeat interval was reduced, an inspection method was changed, or a discard time was reduced. Failure to comply with these new and more restrictive limitations and inspection thresholds and intervals could adversely affect the continued airworthiness of the airplane. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–0616.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed the following Bombardier material:

- Section 5–10–00, ''Airworthiness Limitations,'' Section 5–20–00, ''Scheduled Maintenance Instructions,'' Section 5–30–20, ''Corrosion Prevention and Controlled Program (CPCP),'' and Section 5–70–00, ''Custom Installations,'' of Bombardier Challenger 600 Time Limits/Maintenance Checks (TLMC), Publication No. PSP 605, Revision 39, dated January 8, 2018. (For obtaining these sections of Bombardier Challenger 600 TLMC, Publication No. PSP 605, use Document Identification No. CH 600 TLMC.)
- Section 5–10–00, ''Airworthiness Limitations,'' Section 5–20–00, ''Scheduled Maintenance Instructions,'' Section 5–30–20, ''Corrosion Prevention and Controlled Program (CPCP),'' and Section 5–70–00, ''Custom Installations,'' of Bombardier Challenger 601 TLMC, Publication No. PSP 601–5, Revision 46, dated January 8, 2018. (For obtaining these sections of Bombardier Challenger 601 TLMC, Publication No. PSP 601–5, use Document Identification No. CH 601 TLMC.)
- Section 5–10–00, ''Airworthiness Limitations,'' Section 5–20–00, ''Scheduled Maintenance Instructions,'' Section 5–30–20, ''Corrosion Prevention and Controlled Program (CPCP),'' and Section 5–70–00, ''Custom Installations,'' of Bombardier Challenger 601 TLMC, Publication No. PSP 601A–5, Revision 42, dated January 8, 2018. (For obtaining these sections of Bombardier Challenger 601 TLMC, Publication No. PSP 601A–5, use Document Identification No. CH 601 TLMC–1.)
- Part 2, ''Airworthiness Limitations,'' of Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, Revision 33, dated November 22, 2022. (The document identification number for ordering Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC is incorrectly identified as ''CH 600 TLMC'' on page 2 of the TLMC. For obtaining Part 2 of Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, use Document Identification No. CH 604 TLMC.)
- Part 2, ''Airworthiness Limitations,'' of Bombardier Challenger 605 TLMC, Publication No. CH 605 TLMC, Revision 22, dated November 22, 2022.
- Part 2, ''Airworthiness Limitations,'' of Bombardier Challenger 650 TLMC, Publication No. CH 650 TLMC, Revision 9, dated November 22, 2022.

This material specifies new or more restrictive airworthiness limitations for certain certification maintenance requirements for airplane structures and safe life limits. These documents are distinct since they apply to different airplane configurations.

The FAA also reviewed the following Bombardier material:

- Temporary Revision No. 5–2–5, dated October 16, 2023, which includes new Task 32–51–04–101 *, ''Discard of the Nosewheel-Steering Control Potentiometer Coupling Setscrews, Part No. B0201102–2–220 (A/C 6194 and Subs or Post SB 650–32–007).''
- Temporary Revision No. 5–2–29, dated October 25, 2023, which includes new Task 32–51–04–101 *, ''Discard of the Nosewheel-Steering Control Potentiometer Coupling Setscrews, Part No. B0201102–2–220 (Post SB 605–32–010).''
- Temporary Revision No. 5–2–73, dated October 25, 2023, which includes new Task 32–51–04–101 *, ''Discard of the Nosewheel-Steering Control Potentiometer Coupling Setscrews, Part No. B0201102–2–220 (Post SB 604–32–033).''
- Temporary Revision No. TR 5–164, dated December 23, 2022, which includes new Task 53–10–01–102 *, ''Forward Pressure Bulkhead Cap Angle—Aft Side.''
- Temporary Revision No. TR 5–165, dated October 25, 2023.
- Temporary Revision No. TR 5–268, dated December 23, 2022, which includes new Task 53–10–01–103 *, ''Forward Pressure Bulkhead Cap Angle—Aft Side.''
- Temporary Revision No. TR 5–269, dated October 25, 2023.
- Temporary Revision No. TR 5–282, dated December 23, 2022, which includes new Task 53–10–01–103 *, ''Forward Pressure Bulkhead Cap Angle—Aft Side.''
- Temporary Revision No. TR 5–283, dated October 25, 2023.

(The asterisk (or ''one star'') with the last three digits of the task numbers listed above indicates that the task is an airworthiness limitation task.).

Temporary Revision No. 5–2–5, 5–2–29, 5–2–73, TR 5–165, TR 5–269, and TR 5–283 introduce a life limit for potentiometer coupling setscrews, P/N B0201102–2–220, for the nosewheel-steering control or rudder pedal, as applicable. Temporary Revision Nos. TR 5–164, TR 5–268, and TR 5–282 introduce a visual check of the forward pressure bulkhead cap angle on the aft side. These documents are distinct since they apply to different airplane 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.

Explanation of Initial Compliance Time for a Certain Task

Note 2 of Transport Canada AD CF–2024–16 provides an initial compliance time (''phase-in'') for task 27–42–01–110, ''Special Detailed Inspection of the Horizontal Stabilizer Trim Actuator (HSTA), P/N 604–92305–7 and Subs (Vendor P/N 8454–3 and Subs),'' of

section 5–10–40, ''Certification Maintenance Requirements,'' of Part 2, ''Airworthiness Limitations,'' of Bombardier Challenger 604 TLMC, CH 604; or Bombardier Challenger 605 TLMC, CH 605; as applicable. The compliance language in Note 2 includes a reference to Transport Canada AD CF–2013–18, dated July 16, 2023 (Transport Canada AD CF–2013–18). Transport Canada AD CF–2013–18 corresponds to FAA AD 2015–05–07, Amendment 39–18117 (80 FR 13483, March 16, 2015) (AD 2015–05–07). The FAA has included the initial compliance for the task, including reference to AD 2015–05–07, in paragraph (h) of this proposed AD.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 427 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–2025–0616; Project Identifier MCAI–2024–00304–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by May 27, 2025.

(b) Affected ADs

None.

(c) Applicability

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

(1) All Model CL–600–1A11 (600), CL–600–2A12 (601), and CL–600–2B16 (601–3A and 601–3R Variants) airplanes.

(2) Model CL–600–2B16 (604 Variant) serial numbers 6050 through 6192 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 and more restrictive limitations. Failure to comply with these new and more restrictive limitations could adversely affect the continued airworthiness of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

(1) Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in the applicable time limits/maintenance checks (TLMC) document identified in table 1 to paragraph (g)(1) of this AD. The initial compliance time for doing the tasks is at the time specified in the applicable TLMC document identified in table 1 to paragraph (g)(1) of this AD, or within 90 days after the effective date of this AD, whichever occurs later, except as provided by paragraph (h) of this AD.

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Table 1 to Paragraph (g)(1)—TLMC Documents

Applicable Airplanes	TLMC Sections or Part	TLMC Document
Bombardier, Inc., Model CL-600-1A11 (600) airplanes, serial numbers (S/Ns) 1004 through 1085 inclusive	Section 5-10-00, "Airworthiness Limitations," Section 5-20-00, "Scheduled Maintenance Instructions," Section 5-30-20, "Corrosion Prevention and Controlled Program (CPCP)," and Section 5-70-00, "Custom Installations"	Bombardier Challenger 600 TLMC, Publication No. PSP 605, Revision 39, January 8, 2018[1]
Bombardier, Inc., Model CL-600-2A12 (601) airplanes, S/Ns 3001 through 3066 inclusive	Section 5-10-00, "Airworthiness Limitations," Section 5-20-00, "Scheduled Maintenance Instructions," Section 5-30-20, "Corrosion Prevention and Controlled Program (CPCP)," and Section 5-70-00, "Custom Installations"	Bombardier Challenger 601 TLMC, Publication No. PSP 601-5, Revision 46, January 8, 2018[2]
Bombardier, Inc., Model CL-600-2B16 (601-3A Variant) airplanes, S/Ns 5001 through 5134 inclusive; and Model CL-600-2B16 (601-3R Variant) airplanes, S/Ns 5135 through 5194 inclusive	Section 5-10-00, "Airworthiness Limitations," Section 5-20-00, "Scheduled Maintenance Instructions," Section 5-30-20, "Corrosion Prevention and Controlled Program (CPCP)," and Section 5-70-00, "Custom Installations"	Bombardier Challenger 601 TLMC, Publication No. PSP 601A-5, Revision 42, January 8, 2018[3]
Bombardier, Inc., Model CL-600-2B16 (604 Variant) airplanes, S/Ns 5301 through 5665 inclusive	Part 2, "Airworthiness Limitations"	Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, Revision 33, November 22, 2022[4]
Bombardier, Inc., Model CL-600-2B16 (604 Variant) airplanes, S/Ns 5701 through 6049 inclusive	Part 2, "Airworthiness Limitations"	Bombardier Challenger 605 TLMC, Publication No. CH 605 TLMC, Revision 22, November 22, 2022

Applicable Airplanes	TLMC Sections or Part	TLMC Document
Bombardier, Inc., Model CL-600-2B16 (604 Variant) airplanes, S/Ns 6050 through 6180 inclusive	Part 2, "Airworthiness Limitations"	Bombardier Challenger 650 TLMC, Publication No. CH 650 TLMC, Revision 9, November 22, 2022

[1] For obtaining these sections of Bombardier Challenger 600 TLMC, Publication No. PSP 605, use Document Identification No. CH 600 TLMC.
[2] For obtaining these sections Bombardier Challenger 601 TLMC, Publication No. PSP 601-5, use Document Identification No. CH 601 TLMC.
[3] For obtaining these sections Bombardier Challenger 601 TLMC, Publication No. PSP 601A-5, use Document Identification No. CH 601 TLMC-1.
[4] The document identification number for ordering Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC is incorrectly identified as "CH 600 TLMC" on page 2 of the TLMC. For obtaining Part 2 of Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, use Document Identification No. CH 604 TLMC.

(2) Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in the applicable temporary revisions (TRs) identified in table 2 to paragraph (g)(2) of this AD. The initial compliance time for doing the tasks is at the time specified in the applicable TR identified in table 2 to paragraph (g)(2) of this AD, or within 90 days after the effective date of this AD, whichever occurs later.

Table 2 to Paragraph (g)(2)—Temporary Revisions

Applicable Airplanes	**TR**	**Task Number and Title or Life Limit Part Number (P/N) and Name**
Bombardier, Inc., Model CL-600-1A11 (600) airplanes, S/Ns 1004 through 1085 inclusive	Bombardier Temporary Revision No. TR 5-164, dated December 23, 2022	53-10-01-102*, Forward Pressure Bulkhead Cap Angle − Aft Side
Bombardier, Inc., Model CL-600-1A11 (600) airplanes, S/Ns 1004 through 1085 inclusive	Bombardier Temporary Revision No. TR 5-165, dated October 25, 2023	B0201102-2-220, Rudder Pedal Potentiometer Coupling Setscrews
Bombardier, Inc., Model CL-600-2A12 (601) airplanes, S/Ns 3001 through 3066 inclusive	Bombardier Temporary Revision No. TR 5-268, dated December 23, 2022	53-10-01-103*, Forward Pressure Bulkhead Cap Angle − Aft Side
Bombardier, Inc., Model CL-600-2A12 (601) airplanes, S/Ns 3001 through 3066 inclusive	Bombardier Temporary Revision No. TR 5-269, dated October 25, 2023	B0201102-2-220, Rudder Pedal Potentiometer Coupling Setscrews
Bombardier, Inc., Model CL-600-2B16 (601-3A Variant) airplanes, S/Ns 5001 through 5134 inclusive; and Model CL-600-2B16 (601-3R Variant) airplanes, S/Ns 5135 through 5194 inclusive	Bombardier Temporary Revision No. TR 5-282, dated December 23, 2022	53-10-01-103*, Forward Pressure Bulkhead Cap Angle − Aft Side
Bombardier, Inc., Model CL-600-2B16 (601-3A Variant) airplanes, S/Ns 5001 through 5134 inclusive; and Model CL-600-2B16 (601-3R Variant) airplanes, S/Ns 5135 through 5194 inclusive	Bombardier Temporary Revision No. TR 5-283, dated October 25, 2023	B0201102-2-220, Rudder Pedal Potentiometer Coupling Setscrews

Applicable Airplanes	TR	Task Number and Title or Life Limit Part Number (P/N) and Name
Bombardier, Inc., Model CL-600-2B16 (604 Variant) airplanes, S/Ns 5301 through 5665 inclusive	Bombardier Temporary Revision No. 5-2-73, dated October 25, 2023	32-51-04-101*, Discard of the Nosewheel-Steering Control Potentiometer Coupling Setscrews, Part No. B0201102-2-220 (Post SB 604-32-033)
Bombardier, Inc., Model CL-600-2B16 (604 Variant) airplanes, S/Ns 5701 through 6049 inclusive	Bombardier Temporary Revision No. 5-2-29, dated October 25, 2023	32-51-04-101*, Discard of the Nosewheel-Steering Control Potentiometer Coupling Setscrews, Part No. B0201102-2-220 (Post SB 605-32-010)
Bombardier, Inc., Model CL-600-2B16 (604 Variant) airplanes, S/Ns 6050 through 6193, inclusive	Bombardier Temporary Revision No. 5-2-5, dated October 16, 2023	32-51-04-101*, Discard of the Nosewheel-Steering Control Potentiometer Coupling Setscrews, Part No. B0201102-2-220 (A/C 6194 and Subs or Post SB 650-32-007)

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Note 1 to table 2 to paragraph (g)(2): The asterisk (or ''one star'') with the last three digits of the task numbers listed in table 2 to paragraph (g)(2) of this AD indicates that the task is an airworthiness limitation task.

(h) Compliance Time Exception for a Certain Task

For Bombardier, Inc., Model CL–600–2B16 (604 Variant) airplanes, S/Ns 5301 through 5665 inclusive and S/Ns 5701 through 6049 inclusive: The initial compliance time for task 27–42–01–110, ''Special Detailed Inspection of the Horizontal Stabilizer Trim Actuator (HSTA), P/N 604–92305–7 and Subs (Vendor P/N 8454–3 and Subs),'' of section 5–10–40, ''Certification Maintenance Requirements,'' of Part 2, ''Airworthiness Limitations,'' of Bombardier Challenger 604 TLMC, Publication No. CH 604, Revision 33, dated November 22, 2022; or Bombardier Challenger 605 TLMC, Publication No. CH 605 TLMC, Revision 22, dated November 22, 2022; as applicable, is at the applicable compliance time specified in paragraph (h)(1) or (2) of this AD, or within 90 days after the effective date of this AD, whichever occurs later.

(1) For HSTA having P/N 604–92305–3 (vendor P/N 8454–1) or P/N 604–92305–5 (vendor P/N 8454–2) that were replaced with P/N 604–92305–7 (vendor P/N 8454–3) in accordance with paragraph (j) of AD 2015–05–07, Amendment 39–18117 (80 FR 13483, March 16, 2015): Within 12 years after accomplishing the replacement.

(2) For HSTA having P/N 604–92305–7 (vendor P/N 8454–3) manufactured before November 1, 2015: Within 12 years from the part entry into service.

(i) No Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (*e.g.,* inspections) or intervals may be used unless the actions or 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*. 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 Brenda L. Buitrago, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228 7300; email: *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) Section 5–10–00, ''Airworthiness Limitations,'' Section 5–20–00, ''Scheduled Maintenance Instructions,'' Section 5–30–20, ''Corrosion Prevention and Controlled Program (CPCP),'' and Section 5–70–00, ''Custom Installations,'' of Bombardier Challenger 600 Time Limits/Maintenance Checks (TLMC), Publication No. PSP 605, Revision 39, dated January 8, 2018.

Note 1 to paragraph (l)(2)(i): For obtaining this section of Bombardier Challenger 600 TLMC, Publication No. PSP 605, use Document Identification No. CH 600 TLMC.

(ii) Section 5–10–00, ''Airworthiness Limitations,'' Section 5–20–00, ''Scheduled Maintenance Instructions,'' Section 5–30–20, ''Corrosion Prevention and Controlled Program (CPCP),'' and Section 5–70–00, ''Custom Installations,'' of Bombardier Challenger 601 TLMC, Publication No. PSP 601–5, Revision 46, dated January 8, 2018.

Note 2 to paragraph (l)(2)(ii): For obtaining this section Bombardier Challenger 601 TLMC, Publication No. PSP 601–5, use Document Identification No. CH 601 TLMC.

(iii) Section 5–10–00, ''Airworthiness Limitations,'' Section 5–20–00, ''Scheduled Maintenance Instructions,'' Section 5–30–20, ''Corrosion Prevention and Controlled Program (CPCP),'' and Section 5–70–00, ''Custom Installations,'' of Bombardier Challenger 601 TLMC, Publication No. PSP 601A–5, Revision 42, dated January 8, 2018.

Note 3 to paragraph (l)(2)(iii): For obtaining this section of Bombardier Challenger 601 TLMC, Publication No. PSP 601A–5, use Document Identification No. CH 601 TLMC–1.

(iv) Part 2, ''Airworthiness Limitations,'' of Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, Revision 33, dated November 22, 2022.

Note 4 to paragraph (l)(2)(iv): The document identification number for ordering Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC is incorrectly identified as ''CH 600 TLMC'' on page 2 of the TLMC. For obtaining Part 2 of Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, use Document Identification No. CH 604 TLMC.

(v) Part 2, ''Airworthiness Limitations,'' of Bombardier Challenger 605 Time Limits/Maintenance Checks, Publication No. CH 605 TLMC, Revision 22, dated November 22, 2022.

(vi) Part 2, ''Airworthiness Limitations,'' of Bombardier Challenger 650 Time Limits/Maintenance Checks, Publication No. CH 650 TLMC, Revision 9, dated November 22, 2022.

(vii) Bombardier Temporary Revision No. 5–2–5, dated October 16, 2023.

Note 5 to paragraphs (l)(2): The asterisk (or ''one star'') with the last three digits of the task numbers listed paragraphs (l)(2)(vii) through (x), (l)(2)(xii), and (l)(2)(xiv) of this AD indicates that the task is an airworthiness limitation task.

(viii) Bombardier Temporary Revision No. 5–2–29, dated October 25, 2023.

(ix) Bombardier Temporary Revision No. 5–2–73, dated October 25, 2023.

(x) Bombardier Temporary Revision No. TR 5–164, dated December 23, 2022.

(xi) Bombardier Temporary Revision No. TR 5–165, dated October 25, 2023.

(xii) Bombardier Temporary Revision No. TR 5–268, dated December 23, 2022.

(xiii) Bombardier Temporary Revision No. TR 5–269, dated October 25, 2023.

(xiv) Bombardier Temporary Revision No. TR 5–282, dated December 23, 2022.

(xv) Bombardier Temporary Revision No. TR 5–283, dated October 25, 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; 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 April 3, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–06062 Filed 4–10–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0485; Project Identifier AD–2024–00670–A]

RIN 2120–AA64

Airworthiness Directives; Honda Aircraft Company LLC Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2021–22–12, which applies to certain Honda Aircraft Company LLC (Honda) Model HA–420 airplanes. AD 2021–22–12 requires removing and cleaning the inner diameter of the flap control pushrods and repetitively applying corrosion inhibiting compound (CIC) to this area. Since the FAA issued AD 2021–22–12, new flap control pushrods have been approved that are more corrosion resistant and do not require repetitive CIC applications. This proposed AD would retain all actions of AD 2021–22–12 and would require replacing the flap control pushrods with improved design pushrods for all airplanes affected by AD 2021–22–12, as well as for other airplanes not affected by AD 2021–22–12. 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 27, 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–2025–0485; 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, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Honda Aircraft Company material identified in this proposed AD, contact Honda, 6430 Ballinger Road, Greensboro, NC 27410; phone: (336) 662–0246; website: *hondajet.com.*
- You may view this material at the FAA, 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: Kelly Fichter, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5544; email: *9-ASO-ATLACO-ADS@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–2025–0485; Project Identifier AD–2024–00670–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 revise 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