

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:

**Bell Textron Canada Limited Helicopters:**  
Docket No. FAA–2025–1727; Project Identifier MCAI–2024–00750–R.

##### (a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by September 19, 2025.

##### (b) Affected ADs

None.

##### (c) Applicability

This AD applies to Bell Textron Canada Limited Model 427 helicopters, serial numbers 56001 through 56084 inclusive, 58001, and 58002, certificated in any category.

##### (d) Subject

Joint Aircraft System Component (JASC)  
Code: 6300, Main Rotor Drive System.

##### (e) Unsafe Condition

This AD was prompted by a report of a cracked transmission oil check valve (check valve). The FAA is issuing this AD to detect and address cracked or leaking check valves. The unsafe condition, if not addressed, could result in the degradation or loss of lubrication to the transmission, failure of the

transmission, and consequent loss of control of the helicopter.

##### (f) Compliance

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

##### (g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada AD CF–2024–42, dated December 13, 2024 (Transport Canada AD CF–2024–42).

##### (h) Exceptions to Transport Canada AD CF–2024–42

(1) Where Transport Canada AD CF–2024–42 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF–2024–42 refers to air time, this AD requires using hours time-in-service.

(3) Where Parts I and II of Transport Canada AD CF–2024–42 state “new,” this AD requires replacing each instance of that text with “new (zero hours time-in-service)”.

##### (i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

##### (j) Additional Information

For more information about this AD, contact Michael Yeshiambel, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4133; email: [michael.m.yeshiambel@faa.gov](mailto:michael.m.yeshiambel@faa.gov).

##### (k) Material Incorporated by Reference

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

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

(i) Transport Canada AD CF–2024–42, dated December 13, 2024.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, Canada; phone: (888) 663–3639; email: [TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca](mailto:TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca); website: [tc.canada.ca/en/aviation](http://tc.canada.ca/en/aviation). You may find the Transport Canada material on the

Transport Canada website at [tc.canada.ca/en/aviation](http://tc.canada.ca/en/aviation).

(4) You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N–321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on August 1, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025–14847 Filed 8–4–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2025–1728; Project Identifier MCAI–2025–00076–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–600–2A12 (601) and 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 September 19, 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](http://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–2025–1728; 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](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:

Joseph Catanzaro, 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).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under the **ADDRESSES** section. Include “Docket No. FAA–2025–1728; Project Identifier MCAI–2025–00076–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 Joseph Catanzaro, 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). Any commentary that the FAA receives that 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–2025–06, dated January 20, 2025 (Transport Canada AD CF–2025–06) (also referred to as the MCAI), to correct an unsafe condition for all Bombardier, Inc., Model 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. The flightcrew of a Challenger airplane started the auxiliary power unit (APU) during the approach and allowed it to run for approximately 10 minutes after landing. When the flightcrew shut the APU down, an APU FIRE warning message was posted on the engine indicating and crew alerting system (EICAS). The APU fire suppression was discharged; however, the fire was not fully extinguished following the discharge of the fire bottles. Upon further investigation, it was discovered that a fuel solenoid valve was leaking, and the APU muffler drainage was blocked leading to an accumulation of fuel in the muffler. The fuel in the APU muffler was ignited by the high-temperature exhaust gases in the muffler.

The FAA is proposing this AD to address an accumulation of fuel in the muffler caused by a drainage block in the APU muffler. This condition, if not

corrected, could lead to an accumulation of fuel in the muffler being ignited by the high-temperature exhaust gases in the muffler, and could subsequently lead to an uncontrolled fire in the APU bay. You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–1728.

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

The FAA reviewed the following Bombardier material:

- Temporary Revision No. 5–2–6, dated June 28, 2024, which includes new Task 49–15–01–101\*, “Functional Test of the Auxiliary Power Unit (APU) Muffler Drain.”
- Temporary Revision No. 5–2–30, dated June 28, 2024, which includes new Task 49–15–01–101\*, “Functional Test of the Auxiliary Power Unit (APU) Muffler Drain.”
- Temporary Revision No. 5–2–74, dated June 28, 2024, which includes new Task 49–15–01–101\*, “Functional Test of the Auxiliary Power Unit (APU) Muffler Drain (A/C 5301 to 5630, Post SB 604–49–006, and A/C 5631 and Subs).”
- Temporary Revision No. TR 5–271, dated September 30, 2024, which includes, among other tasks, new Task 49–15–01–101\*, “Functional Test of the APU Muffler Drain.”
- Temporary Revision No. TR 5–285, dated September 30, 2024, which includes, among other tasks, new Task 49–15–01–101\*, “Functional Test of the APU Muffler Drain.”

(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. 5–2–6, 5–2–30, 5–2–74, TR 5–271, and TR 5–285 introduce, among other tasks, functional tests of the APU muffler drain. 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

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA’s bilateral agreement with this State of Design Authority, that authority has notified the FAA 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 (i)(1) of this proposed AD.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 550 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–2025–1728; Project Identifier MCAI–2025–00076–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by September 19, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Bombardier, Inc., Model CL–600–2A12 (601) and CL–600–2B16 (601–3A, 601–3R, and 604 Variants) airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 49, Auxiliary Power.

(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 an accumulation of fuel in the muffler caused by a drainage block in the Auxiliary Power Unit (APU) muffler. This condition if not corrected, could lead to an accumulation of fuel in the muffler being ignited by the high-temperature exhaust gases in the muffler, and could subsequently lead to an uncontrolled fire in the APU bay.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

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 tasks identified in figure 1 to paragraph (g) of this AD. The initial compliance time for doing the tasks is at the time specified in the applicable tasks identified in figure 1 to paragraph (g) of this AD, or within 90 days after the effective date of this AD, whichever occurs later.

FIGURE 1 TO PARAGRAPH (g)—TEMPORARY REVISIONS AND TASKS

For model	Temporary revision	Task Nos. and title
Bombardier, Inc., Model CL–600–2A12 (601) airplanes.	Bombardier Temporary Revision No. TR 5–271, dated September 30, 2024.	Task 49–15–01–101*, “Functional Test of the APU Muffler Drain”.
Bombardier, Inc., CL–600–2B16 (601-3A and 601-3R Variants) airplanes.	Bombardier Temporary Revision No. TR 5–285, dated September 30, 2024.	Task 49–15–01–101*, “Functional Test of the APU Muffler Drain”.
Bombardier, Inc., CL–600–2B16 (604 Variant) airplanes (Challenger 604).	Bombardier Temporary Revision No. 5-2-74, dated June 28, 2024.	Task 49–15–01–101*, “Functional Test of the Auxiliary Power Unit (APU) Muffler Drain (A/C 5301 to 5630, Post SB 604–49–006, and A/C 5631 and Subs).”

FIGURE 1 TO PARAGRAPH (g)—TEMPORARY REVISIONS AND TASKS—Continued

For model	Temporary revision	Task Nos. and title
Bombardier, Inc., CL-600-2B16 (604 Variant) airplanes (Challenger 605).	Bombardier Temporary Revision No. 5-2-30, dated June 28, 2024.	Task 49-15-01-101*, "Functional Test of the Auxiliary Power Unit (APU) Muffler Drain."
Bombardier, Inc., CL-600-2B16 (604 Variant) airplanes (Challenger 650).	Bombardier Temporary Revision No. TR 5-2-6, dated June 28, 2024.	Task 49-15-01-101*, "Functional Test of the Auxiliary Power Unit (APU) Muffler Drain."

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

#### (h) No Alternative Actions, 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 and intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (i)(1) of this AD.

#### (i) 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 (j) 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 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.

#### (j) Additional Information

For more information about this AD, contact Joseph Catanzaro, 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).

#### (k) Material Incorporated by Reference

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

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

(i) Bombardier Temporary Revision No. 5-2-6, dated June 28, 2024.

(ii) Bombardier Temporary Revision No. 5-2-30, dated June 28, 2024.

(iii) Bombardier Temporary Revision No. 5-2-74, dated June 28, 2024.

(iv) Bombardier Temporary Revision No. TR 5-2-71, dated September 30, 2024.

(v) Bombardier Temporary Revision No. TR 5-2-85, dated September 30, 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 August 1, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025-14830 Filed 8-4-25; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF STATE

### 22 CFR Part 42

[Public Notice: 12281]

**RIN 1400-AF76**

### Visas: Enhancing Vetting and Combatting Fraud in the Diversity Immigrant Visa Program

**AGENCY:** Department of State.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Department of State ("Department") proposes to amend regulations governing the Diversity Immigrant Visa Program ("DV Program") to improve the integrity and combat fraud in the program. The Department proposes to require petitioners to the DV Program to provide valid, unexpired passport information and a scan of the biographic and signature page uploaded to their electronic entry form, or otherwise

indicate that they are exempt from this requirement. Additionally, the Department also proposes to standardize and amend language in 22 CFR part 42, including by adding the word "shall" to simplify guidance for consular officers; ensuring the use of the term "sex" in lieu of "gender" as mandated by Executive Order 14168; and replacing the term "age" in 22 CFR 42.33(h)(1)(i) with the phrase "date of birth" to accurately reflect the information collected and maintained by the Department during the immigrant visa process.

**DATES:** Written comments and related materials must be received on or before midnight Eastern Daylight Time on September 19, 2025.

**ADDRESSES:** Interested parties may submit comments, identified by Department docket number DOS-2025-0001 or RIN 1400-AF76, through the Federal eRulemaking Portal at <http://www.regulations.gov>. Follow the website instructions for submitting comments. A summary of this rule is also available at [www.regulations.gov](http://www.regulations.gov) by searching for RIN 1400-AF76.

Comments submitted in a manner other than the one listed above, including via emails or letters sent to Department officials, will not be considered comments on the NPRM, and may not be considered by the Department.

**FOR FURTHER INFORMATION CONTACT:** Visa Services, Bureau of Consular Affairs, Department of State; telephone: (202) 486-7586; email: [VisaRegs@state.gov](mailto:VisaRegs@state.gov).

**Public Participation:** The Department invites all interested parties to submit written data, views, comments, and arguments on all aspects of this proposed rule. Comments must be submitted in English, or an English translation must be provided. Comments that will provide the most assistance to the Department in implementing this change will reference a specific portion of the NPRM, explain the reason for any recommended change, and include information that supports the recommended change.

**Instructions:** If you submit a comment, you must include the RIN 1400-AF76 for this NPRM in the title or body of the comment. Submitted