

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 Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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:

**2025–09–11 The Boeing Company:**  
Amendment 39–23032; Docket No. FAA–2024–2427; Project Identifier AD–2024–00484–T.

#### (a) Effective Date

This airworthiness directive (AD) is effective June 12, 2025.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to all The Boeing Company airplanes identified in paragraphs (c)(1) through (7) of this AD, certificated in any category.

- (1) Model DC–9–81 (MD–81), DC–9–82 (MD–82), DC–9–83 (MD–83), and DC–9–87 (MD–87) airplanes.
- (2) Model MD–88 airplanes.
- (3) Model DC–9–11, DC–9–12, DC–9–13, DC–9–14, DC–9–15, and DC–9–15F airplanes.
- (4) Model DC–9–21 airplanes.
- (5) Model DC–9–31, DC–9–32, DC–9–32 (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, DC–9–34F, and DC–9–32F (C–9A, C–9B) airplanes.
- (6) Model DC–9–41 airplanes.
- (7) Model DC–9–51 airplanes.

#### (d) Subject

Air Transport Association (ATA) of America Code 27, Flight controls.

#### (e) Unsafe Condition

This AD was prompted by the discovery of jammed elevators during takeoff. The FAA is issuing this AD to address the unsafe condition, which if not addressed, could result in the inability of the aircraft to rotate at rotation speed  $V_R$ , and lead to a rejected takeoff and high-speed runway excursion.

#### (f) Compliance

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

#### (g) Revision of Existing AFM

Within 3 months after the effective date of this AD, revise the “Certificate Limitations” section of the existing airplane flight manual (AFM) to include the information specified in figure 1 to paragraph (g) of this AD. This may be done by inserting a copy of figure 1 to paragraph (g) of this AD into the AFM.

#### Figure 1 to Paragraph (g)—Elevator Surfaces Procedure

(As required by AD 2025-09-11)

Prior to every flight, elevator surfaces must be confirmed as not jammed in the Trailing Edge Down (TED) position. Both elevators must be faired with or above the stabilizer surface, or maintenance action is required to verify elevator freedom of movement.

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

(1) The Manager, AIR–520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed 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 responsible Flight Standards Office.

(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.

#### (i) Related Information

For more information about this AD, contact Katherine Venegas, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: 562–627–5353; email: [katherine.venegas@faa.gov](mailto:katherine.venegas@faa.gov).

#### (j) Material Incorporated by Reference

None.

Issued on April 30, 2025.

#### Victor Wicklund,

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

[FR Doc. 2025–07968 Filed 5–7–25; 8:45 am]

**BILLING CODE 4910–13–P**

#### ENVIRONMENTAL PROTECTION AGENCY

#### 40 CFR Part 52

[EPA–R10–OAR–2024–0595; FRL–12391–01–R10]

#### Adequacy Status of the Motor Vehicle Emissions Budget in the Fairbanks North Star Borough, Alaska Submitted 2006 24-Hour $PM_{2.5}$ NAAQS Serious Area and 189(d) Plan

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Notice of adequacy.

**SUMMARY:** The Environmental Protection Agency (EPA) is notifying the public that we have found the motor vehicle emissions budgets adequate for transportation conformity purposes for the Fairbanks North Star Borough’s 2006 24-hour fine particulate matter ( $PM_{2.5}$ ) nonattainment area. The budgets were submitted on December 4, 2024, as part of Alaska’s state implementation plan revisions (Fairbanks Revised 189(d) Plan). As a result of our finding, these budgets must be used when determining

conformity of the Fairbanks transportation plan and transportation improvement program.

**DATES:** This finding is effective May 23, 2025.

**FOR FURTHER INFORMATION CONTACT:** Tess Bloom, 1200 6th Avenue, Suite 155,

Seattle, WA 98101; *bloom.tess@epa.gov* or 206-553-6362.

**SUPPLEMENTARY INFORMATION:**

Throughout this document, “we” and “our” refer to the EPA.

This document is simply an announcement of a finding that we have already made. The EPA Region 10 issued a letter on April 8, 2025, to the

Alaska Department of Environmental Conservation stating that the PM<sub>2.5</sub> motor vehicle emissions budgets, submitted in the Fairbanks Revised 189(d) Plan, are adequate. The motor vehicle emissions budgets that we have determined are adequate for transportation conformity purposes are provided in the following table:

**ADEQUATE MOTOR VEHICLE EMISSIONS BUDGETS <sup>1</sup>  
FOR THE 24-HOUR PM<sub>2.5</sub> NAAQS IN THE FAIRBANKS NORTH STAR BOROUGH**

Budget years	PM <sub>2.5</sub> <sup>2</sup> On-road mobile source emissions (tons/day)	Clean Air Act-related milestone
2023 .....	0.062	Reasonable further progress (RFP).
2026 .....	0.054	RFP.
2027 .....	0.052	Attainment.
2029 .....	0.049	RFP.

Transportation conformity is required by Clean Air Act section 176(c), 42 U.S.C. 7506(c). The EPA’s Transportation Conformity Rule (40 CFR part 93, subpart A) requires that transportation plans, transportation improvement programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures for determining whether or not they do. Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. *See, e.g.,* 42 U.S.C. 7506(c)(1)(B).

The criteria by which we determine whether a SIP’s motor vehicle emissions budgets are adequate for conformity purposes are outlined in 40 CFR 93.118(e)(4). The EPA has described its process for determining the adequacy of submitted SIP budgets in our July 1,

2004 (69 FR 40004) preamble starting at page 40038, and we used the information in these resources in making our adequacy determination. Please note that an adequacy review is separate from the EPA’s completeness review and should not be used to prejudge the EPA’s ultimate approval action for the SIP. Even if we find a budget adequate, the SIP could later be disapproved.

On January 8, 2025, the EPA proposed to approve the submitted Fairbanks Revised 189(d) Plan, including the motor vehicle emissions budgets contained therein. The EPA also initiated the adequacy process for the budgets included in that submission. We reviewed the criteria in 40 CFR 93.118(e)(4) to determine whether the motor vehicle emissions budgets are adequate for conformity purposes. See Enclosure 2 of EPA’s April 8, 2025 letter for how the budgets meet these criteria.<sup>3</sup> We also initiated a public comment period for adequacy of the budgets as required by 40 CFR 93.118(f)(1)(ii). The public comment period on the adequacy process closed February 7, 2025. We received three comments during that public comment period related to adequacy of the motor vehicle emissions budgets. *Another comment was received during Alaska DEC’s state rulemaking process. The EPA’s response to these comments is included as Enclosure 1 to the letter notifying the State of our transportation adequacy finding.*<sup>4</sup> As

discussed in the response to comments, after considering the comments and based on our review, the EPA concluded that the budgets meet the adequacy criteria in 40 CFR 93.118. Therefore, the EPA found the budgets adequate for transportation conformity purposes.

**Authority:** 42 U.S.C. 7401 *et seq.*

Dated: April 29, 2025.

**Daniel D. Opalski,**  
*Deputy Regional Administrator, Region 10.*

[FR Doc. 2025-08084 Filed 5-7-25; 8:45 am]

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**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 52**

**[EPA-R08-OAR-2024-0622; FRL-12746-02-R8]**

**Air Plan Approval; Colorado; Interim Final Determination To Stay and Defer Sanctions in the Denver Metro/North Front Range 2008 Ozone Nonattainment Area**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Interim final determination.

**SUMMARY:** In the Proposed Rules section of this **Federal Register**, EPA is proposing approval of portions of State Implementation Plan (SIP) submissions from the State of Colorado dated June 26, 2023, May 23, 2024, and April 2, 2025. The submissions relate to Colorado Air Quality Control Commission Regulation Number 7 (Reg.

<sup>1</sup>Note 2020 was included as a base year, not a milestone year, in the SIP Submission and “Table 6—PM<sub>2.5</sub> Motor Vehicle Emission Budgets by Milestone Year” in the January 8, 2025, Notice of Proposed Rulemaking. *See* 90 FR 1600. As such, it is not actually a motor vehicle emissions budget according to the definition in 40 CFR 93.101 and it would not be used in transportation conformity.

<sup>2</sup>Relevant transportation-related precursor pollutants for nonattainment areas are included under 40 CFR 93.102(b)(2). According to 40 CFR 93.102(b)(2)(iv), NO<sub>x</sub> precursor emissions apply for PM<sub>2.5</sub> areas unless a finding has been made that NO<sub>x</sub> is not a significant contributor to the PM<sub>2.5</sub> nonattainment problem. As explained in the submitted State Air Quality Control Plan, Vol. II, III.D.7.14 (Air Quality Conformity and Motor Vehicle Emission Budget), Alaska DEC only developed budgets for directly-emitted PM<sub>2.5</sub> as precursor significance modeling found that both total and motor vehicle NO<sub>x</sub> emissions concentrations did not exceed EPA-established significance thresholds. The EPA approved Alaska’s NO<sub>x</sub> precursor demonstration on December 5, 2023, (88 FR 84626).

<sup>3</sup>EPA letter sent from Krishna Viswanathan, Air and Radiation Division Director, EPA Region 10, to Christina Carpenter, Acting Commissioner, Alaska Department of Environmental Conservation, April 8, 2025. The letter is included in the docket for this action.

<sup>4</sup>EPA letter sent from Krishna Viswanathan, Air and Radiation Division Director, EPA Region 10, to

Christina Carpenter, Acting Commissioner, Alaska Department of Environmental Conservation, April 8, 2025. The letter is included in the docket for this action.