

## 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

This AD will not have federalism implications under Executive Order 13132. This AD will 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 that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will 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 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:

**2025–02–08 DAHER AEROSPACE (Type Certificate Previously Held by SOCATA):** Amendment 39–22941; Docket No. FAA–2024–2413; Project Identifier MCAI–2023–00982–A.

### (a) Effective Date

This airworthiness directive (AD) is effective March 19, 2025.

### (b) Affected ADs

None.

### (c) Applicability

This AD applies to DAHER AEROSPACE (type certificate previously held by SOCATA) Model TBM 700 airplanes, manufacturer serial numbers 687 through 1491 inclusive, certificated in any category.

### (d) Subject

Joint Aircraft System Component (JASC) Code 2600, Fire Protection System.

### (e) Unsafe Condition

This AD was prompted by certain emergency procedures in the existing pilot's operating handbook (POH) that cannot be fully accomplished since certain equipment cannot be disconnected by the pilot(s) from the flight deck. The FAA is issuing this AD to address the unsafe condition. The unsafe condition, if not addressed, could lead to increased flight crew workload during critical phases of flight, resulting in reduced control of the airplane.

### (f) Compliance

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

### (g) Required Actions

Within 30 days after the effective date of this AD, revise the existing POH for your airplane by incorporating Temporary Revision 30, dated July 2023, to the DAHER Pilot's Operating Handbook, TBM 960, Edition 0, dated January 27, 2022. The owner/operator (pilot) holding at least a private pilot certificate may revise the existing POH for your airplane and must enter compliance with the applicable paragraph of this AD into the airplane maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

### (h) 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (i) of this AD or email to: [AMOC@faa.gov](mailto:AMOC@faa.gov). If mailing information, also submit information by email. 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.

### (i) Additional Information

For more information about this AD, contact Fred Guerin, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231–2346; email: [fred.guerin@faa.gov](mailto:fred.guerin@faa.gov).

### (j) 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) Temporary Revision 30, dated July 2023, to the DAHER Pilot's Operating Handbook, TBM 960, Edition 0, dated January 27, 2022.

(ii) [Reserved]

(3) For DAHER material identified in this AD, contact DAHER AEROSPACE Customer Support, Airplane Business Unit, Tarbes—Cedex 9, France 65921; phone: (833) 826–2273; email: [tbmcare@daher.com](mailto:tbmcare@daher.com); website: [daher.com](http://daher.com).

(4) You may view this material at the 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.

(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 February 4, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–02409 Filed 2–11–25; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

### 14 CFR Part 39

[Docket No. FAA–2024–2418; Project Identifier MCAI–2024–00239–T; Amendment 39–22943; AD 2025–02–10]

RIN 2120–AA64

## Airworthiness Directives; ATR—GIE Avions de Transport Régional Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain ATR—GIE Avions de Transport Régional Model ATR42 and ATR72 airplanes. This AD was prompted by a report that a flight deck emergency

escape hatch was difficult to open due to the hose ends being connected to the hatch with incorrect parts and/or installed collars with a too-small diameter that would not permit the drain hose to slide inside. This AD requires inspection of the flight deck emergency escape hatch drain hose for discrepancies and applicable corrective actions, and prohibits accomplishment of maintenance actions using the instructions of certain maintenance tasks, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective March 19, 2025.  
The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 19, 2025.

**ADDRESSES:**  
*AD Docket:* You may examine the AD docket at *regulations.gov* under Docket No. FAA–2024–2418; 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 final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

*Material Incorporated by Reference:*  
• For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu*; website *easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*.  
• 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. It is also available at *regulations.gov* under Docket No. FAA–2024–2418.

**FOR FURTHER INFORMATION CONTACT:** Shahram Daneshmandi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue,

Suite 410, Westbury, NY 11590; phone: 206–231–3220; email: *Shahram.Daneshmandi@faa.gov*.

**SUPPLEMENTARY INFORMATION:**  
**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain ATR—GIE Avions de Transport Régional Model ATR42 and ATR72 airplanes. The NPRM published in the **Federal Register** on November 1, 2024 (89 FR 87314). The NPRM was prompted by AD 2024–0090, dated April 16, 2024, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA AD 2024–0090) (also referred to as the MCAI). The MCAI states that following a report that a flight deck emergency escape hatch was difficult to open, an ATR investigation revealed hatch drain hose ends connected to the hatch with incorrect parts (zip-tie and ty-rap) and installed collars with a too-small diameter that would not permit the drain hose to slide inside. These installation nonconformities could occur only during maintenance and could affect the hatch drainage and possibly result in difficulties in removing the hatch in case of an emergency evacuation. ATR has updated the maintenance procedures to clarify the correct procedures.

In the NPRM, the FAA proposed to require inspection of the flight deck emergency escape hatch drain hose for discrepancies and applicable corrective actions, and prohibit accomplishment of maintenance actions using the instructions of certain maintenance tasks, as specified in EASA AD 2024–0090. The FAA is issuing this AD to address these installation nonconformities, which could prevent flightcrew evacuation from the airplane in case of an emergency, possibly resulting in personal injury.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2024–2418.

**Discussion of Final Airworthiness Directive**

**Comments**  
The FAA received comments from Air Line Pilots Association, International

(ALPA) who supported the NPRM without change.

**Conclusion**  
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, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered the comment received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on this product. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

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

EASA AD 2024–0090 specifies procedures for inspecting for discrepancies of the flight deck emergency escape hatch drain hose (including checking for the presence of a fastening system on the drain hoses at the level of the escape hatch drains and checking whether a drain hose slides freely in the clamp (collar)). Discrepancies include any zip-tie/ty-rap that is detected and any drain hose that does not slide freely in the clamp. Corrective actions include removing the fastening system and replacing the clamp. EASA AD 2024–0090 also prohibits accomplishment of maintenance actions using the instructions of Maintenance Procedure (MP) Tasks ATR–A–52–22–XX–00ZZZ–520Z–A and ATR–A–52–22–XX–00ZZZ–720Z–A issued December 31, 2023, or earlier. 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.

**Costs of Compliance**  
The FAA estimates that this AD affects 80 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

**ESTIMATED COSTS FOR REQUIRED ACTIONS**

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
0.25 work-hour × \$85 per hour = \$21.25 .....	\$0	\$21.25	\$1,700

The FAA estimates the following costs to do any replacement that would

be required based on the results of any required actions. The FAA has no way

of determining the number of aircraft that might need this replacement:

#### ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
0.25 work-hour × \$85 per hour = \$21.25 .....	Minimal .....	\$21.25

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

#### 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

This AD will not have federalism implications under Executive Order 13132. This AD will 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 that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will 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 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:

**2025-02-10 ATR—GIE Avions de Transport Régional:** Amendment 39-22943; Docket No. FAA-2024-2418; Project Identifier MCAI-2024-00239-T.

#### (a) Effective Date

This airworthiness directive (AD) is effective March 19, 2025.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to the ATR—GIE Avions de Transport Régional airplanes, certificated in any category, specified in paragraphs (c)(1) and (2) of this AD and identified in European Union Aviation Safety Agency (EASA) AD 2024-0090, dated April 16, 2024 (EASA AD 2024-0090).

(1) Model ATR42-200, -300, -320, and -500 airplanes.

(2) Model ATR72-101, -102, -201, -202, -211, -212, and -212A airplanes.

#### (d) Subject

Air Transport Association (ATA) of America Code 52, Doors.

#### (e) Unsafe Condition

This AD was prompted by a report that a flight deck emergency escape hatch was difficult to open due to the hose ends being connected to the hatch with incorrect parts and/or installed collars with a too-small diameter that would not permit the drain hose to slide inside. The FAA is issuing this AD to address such installation nonconformities, which could affect drainage of the hatch. The unsafe condition, if not addressed, could prevent flightcrew evacuation in case of an emergency, possibly resulting in personal injury.

#### (f) Compliance

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

#### (g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2024-0090.

#### (h) Exceptions to EASA AD 2024-0090

(1) Where EASA AD 2024-0090 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt the "Remarks" section of EASA AD 2024-0090.

(3) Where EASA AD 2024-0090 states "any discrepancy, as defined in the AOM, is detected" for this AD replace that text with "any fastening system (e.g., zip-tie/ty-rap) is detected or any drain hose does not slide freely in the clamp (collar)."

#### (i) No Reporting

Although the material referenced in EASA AD 2024-0090 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

#### (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 EASA; or ATR—GIE Avions de Transport Régional's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

#### (k) Additional Information

For more information about this AD, contact Shahram Daneshmandi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue,

Suite 410, Westbury, NY 11590; telephone 206–231–3220; email: [shahram.daneshmandi@faa.gov](mailto:shahram.daneshmandi@faa.gov).

#### (I) 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) European Union Aviation Safety Agency (EASA) AD 2024–0090, dated April 16, 2024.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(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 23, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025–02492 Filed 2–11–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2024–2137; Project Identifier AD–2023–00297–T; Amendment 39–22932; AD 2025–01–08]

**RIN 2120–AA64**

#### Airworthiness Directives; The Boeing Company Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2019–22–02, which applied to all The Boeing Company Model 747–200B, 747–200C, 747–200F, 747–300, 747–400, 747–400D, 747–400F, 747–8F, and 747–8 series airplanes. AD 2019–22–02 required identifying the part number, and the serial number if applicable, of the Captain's and First Officer's seats, and applicable on-condition actions for affected seats. AD 2019–22–02 also

required a one-time detailed inspection and repetitive checks of the horizontal movement system (HMS) of the Captain's and First Officer's seats, and applicable on-condition actions. This AD was prompted by reports of uncommanded fore and aft movement of the Captain's and First Officer's seats. This AD requires the actions in AD 2019–22–02 and adds an inspection of previously omitted part numbers. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective March 19, 2025.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of March 19, 2025.

#### ADDRESSES:

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA–2024–2137; 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 final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

#### Material Incorporated by Reference:

- For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Boulevard, MC 110–SK57, Seal Beach, CA 90740–5600; phone 562–797–1717; website [myboeingfleet.com](http://myboeingfleet.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. It is also available at [regulations.gov](http://regulations.gov) under Docket No. FAA–2024–2137.

#### FOR FURTHER INFORMATION CONTACT:

Courtney Tuck, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone 206–231–3986; email [Courtney.K.Tuck@faa.gov](mailto:Courtney.K.Tuck@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2019–22–02, Amendment 39–19781 (84 FR 67854, December 12, 2019) (AD 2019–22–02). AD 2019–22–02 applied to all The Boeing Company Model 747–200B, 747–200C, 747–200F, 747–300, 747–400, 747–400D, 747–400F, 747–8F, and 747–

8 series airplanes. The NPRM published in the **Federal Register** on September 9, 2024 (89 FR 73014). The NPRM was prompted by reports of uncommanded fore and aft movement of the Captain's and First Officer's seats. In the NPRM, the FAA proposed to continue to require the actions in AD 2019–22–02 and add an inspection of previously omitted part numbers. The FAA is issuing this AD to address uncommanded fore and aft movement of the Captain's and First Officer's seats. An uncommanded fore or aft seat movement during a critical part of a flight, such as takeoff or landing, could cause a flight control obstruction or unintended flight control input, which could result in the loss of the ability to control the airplane.

#### Discussion of Final Airworthiness Directive

##### Comments

The FAA received a comment from the Air Line Pilots Association, International, who supported the NPRM without change.

The FAA received additional comments from United Parcel Service Co. (UPS). The following presents the comments received on the NPRM and the FAA's response to each comment.

##### Request To Correct Service Date

United requested that the date on Boeing Special Attention Service Bulletin 747–25–3653, Revision 1, be corrected to read October 19, 2018. UPS commented that table 1 to paragraph (j) in the proposed AD lists Boeing Special Attention Service Bulletin 747–25–3653, Revision 1, with the incorrect date of October 18, 2018.

The FAA agrees that Boeing Service Bulletin 747–25–3653, Revision 1, called out three times in table 1 to paragraph (j) of this AD, should have the revision date of October 19, 2018, not October 18, 2018. The correct date has been reflected in this AD.

##### Request To Add Missing Ipeco Service Bulletin Issue to Table 1

UPS requested that all references in table 1 to paragraph (j) in the proposed AD related to IPECO SB 258–25–08 should say “IPECO SB 258–25–08, Issue 4 or later.” UPS noted that in table 1 to paragraph (j) in the proposed AD for IPECO P/N 3A258–0041–01–1 or 3A258–0042–01–1, only Issues 5 and 6 of IPECO SB 258–25–08 are identified for installation. Boeing Service Bulletin 747–25–3644, Revision 1, dated July 17, 2018, also listed the accomplishment of IPECO SB 258–25–08, Issue 4, along with Issues 5 and 6. Issues 4, 5, and 6 of this service bulletin all list the same work steps for accomplishment for the