

A320–25–1CFV, dated September 26, 2024; and Airbus Service Bulletin A320–25–1CFV, Revision 01, dated July 2, 2025; refers to “All aircraft”, this AD requires replacing that text with “All aircraft on which the vertical member has not been repaired as per RDAF and it has not been repaired in accordance with SRM 53–21–29–300–002”.

(4) Where the Conditions column of Table 3 in paragraph 1.E. Compliance of Airbus Service Bulletin A320–25–1CFU, dated September 26, 2024; Airbus Service Bulletin A320–25–1CFV, dated September 26, 2024; and Airbus Service Bulletin A320–25–1CFV, Revision 01, dated July 2, 2025; refers to “All aircraft”, this AD requires replacing that text with “All aircraft on which the upper fitting has not been repaired in accordance with SRM 53–21–29–283–003”.

(5) Where paragraph 1.E. Compliance and the Accomplishment Instructions of Airbus Service Bulletin A320–25–1CFU, dated September 26, 2024; Airbus Service Bulletin A320–25–1CFV, dated September 26, 2024; and Airbus Service Bulletin A320–25–1CFV, Revision 01, dated July 2, 2025; specify “should be replaced”, this AD requires replacing that text with “must be replaced”.

(i) No Reporting Requirement

Although Airbus Service Bulletin A320–25–1CFU, dated September 26, 2024; Airbus Service Bulletin A320–25–1CFV, dated September 26, 2024; and Airbus Service Bulletin A320–25–1CFV, Revision 01, dated July 2, 2025; specify 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, 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, AIR–520, Continued Operational Safety 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, AIR–520, Continued Operational Safety Branch, FAA; or the European Union Aviation Safety Agency (EASA); or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: Except as required by paragraph (j)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD;

any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Additional Information

For more information about this AD, contact Dan Rodina, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 206–231–3225; email dan.rodina@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) Airbus Service Bulletin A320–25–1CFU, dated September 26, 2024.

(ii) Airbus Service Bulletin A320–25–1CFV, dated September 26, 2024.

(iii) Airbus Service Bulletin A320–25–1CFV, Revision 01, dated July 2, 2025.

(3) For Airbus material identified in this AD, contact Airbus SAS, Airworthiness Office—EIAS, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; website airbus.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 July 31, 2025.

Peter A. White,

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

[FR Doc. 2025–15480 Filed 8–13–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0908; Project Identifier MCAI–2025–00035–T; Amendment 39–23105; AD 2025–16–07]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc., Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc., Model BD–700–1A10 airplanes. This AD was prompted by a report indicating that the clearance between therapeutic flexible oxygen hoses and electrical harnesses may be non-compliant to design requirements, and that positive separation mechanisms and appropriate protective barriers may not have been installed in accordance with the applicable installation standards. This AD requires a detailed inspection of the therapeutic flexible oxygen hose for damage and protection, and the electrical harnesses for damage; a detailed inspection for the clearance between the therapeutic oxygen rigid tube to oxygen hose elbow fitting (also referred to as elbow fitting), if applicable, and the nearest electrical harness, and between the therapeutic flexible oxygen hose and electrical harness; and applicable related investigative and corrective actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 18, 2025.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of September 18, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA–2025–0908; 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 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.

• 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-2025-0908.

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:

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 Bombardier, Inc., Model BD-700-1A10 airplanes. The NPRM was published in the **Federal Register** on May 20, 2025 (90 FR 21437). The NPRM was prompted by AD CF-2025-02, dated January 14, 2025, issued by Transport Canada, which is the aviation authority for Canada (Transport Canada AD CF-2025-02) (also referred to as the MCAI). The MCAI states that Bombardier, Inc., has discovered the clearance between therapeutic flexible oxygen hoses and electrical harnesses may be noncompliant to design requirements, and that the positive separation mechanisms and appropriate protective barriers may not have been installed in accordance with the applicable installation standards. The MCAI also states that instances of hard fouling have been observed on the production line, which could lead to damage to the electrical harness and subsequent latent failure of the firewall hydraulic shutoff valve. This condition could result in the inability to control a powerplant fire in the presence of a hydraulic fluid leak.

In the NPRM, the FAA proposed to require a detailed inspection of the therapeutic flexible oxygen hose for damage and protection, and the electrical harnesses for damage; a

detailed inspection for the clearance between the therapeutic oxygen rigid tube to oxygen hose elbow fitting (also referred to as elbow fitting), if applicable, and the nearest electrical harness, and between the therapeutic flexible oxygen hose and electrical harness; and applicable related investigative and corrective actions. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA-2025-0908.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

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 referenced above. The FAA reviewed the relevant data, considered any comments 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 these products. 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

The FAA reviewed Bombardier Service Bulletin 700-35-016, Bombardier Service Bulletin 700-35-6006, and Bombardier Service Bulletin 700-35-6503, all dated June 12, 2024. This material specifies procedures for accomplishing the following actions near fuselage station (FS) 530 right-hand side (RHS) and FS 650.00 RHS and applicable related investigative and corrective actions, including:

- A detailed inspection to determine the gap between the clocking angle of the therapeutic oxygen rigid tube to

oxygen hose elbow fitting, if equipped, and the nearest electrical harness.

- A detailed inspection for damage (*i.e.*, crushing, fraying, or permanent deformation) to the therapeutic flexible oxygen hose, part number (P/N) 38911-5-0250, and to determine if protection (*i.e.*, split convolox shroud, P/N HCTE0437-0-SP or similar, or spiral wrap, P/N TSW ¼ or similar) is installed on the therapeutic flexible oxygen hose.

- A detailed inspection of the electrical harnesses surrounding the therapeutic flexible oxygen hose for damage (*i.e.*, damaged wire sheathing or cut or nicked wires).

The applicable corrective actions include the following:

- If the gap between the clocking angle of the therapeutic oxygen rigid tube to oxygen hose elbow fitting and nearest harness is less than 0.5 inch, adjust the elbow fitting to ensure the maximum possible clearance between the fitting and nearest harness.
- If the clearance between the wiring harness and oxygen hose is less than 0.5 inch, install a Teflon cable wrap or Nomex sleeving on the wiring harness.
- Replacing any damaged therapeutic flexible oxygen hose with a new hose.
- Installing a split convolox shroud (P/N HCTE0437-0-SP) on the therapeutic flexible oxygen hose, if the protection is missing.
- Repairing any damaged electrical harnesses surrounding the therapeutic flexible oxygen hose.

The related investigative actions are leak and operational tests of the therapeutic oxygen system if any parts are repaired or replaced.

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.

Costs of Compliance

The FAA estimates that this AD affects 317 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
10 work-hours × \$85 per hour = \$850	\$0	\$850	\$269,450

The FAA has received no definitive data on which to base the cost estimates

for the on-condition actions specified in this AD.

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:

2025–16–07 Bombardier, Inc.: Amendment 39–23105; Docket No. FAA–2025–0908; Project Identifier MCAI–2025–00035–T.

(a) Effective Date

This airworthiness directive (AD) is effective September 18, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model BD–700–1A10 airplanes, certificated in any category, as identified in Bombardier Service Bulletin 700–35–016, dated June 12, 2024; Bombardier Service Bulletin 700–35–6006, dated June 12, 2024; and Bombardier Service Bulletin 700–35–6503, dated June 12, 2024.

(d) Subject

Air Transport Association (ATA) of America Code 35, Oxygen.

(e) Unsafe Condition

This AD was prompted by a report indicating that the clearance between therapeutic flexible oxygen hoses and electrical harnesses may be non-compliant to design requirements, and that positive separation mechanisms and appropriate protective barriers may not have been installed in accordance with the applicable installation standards. The FAA is issuing this AD to prevent damage to the electrical harness for the therapeutic flexible oxygen hose and subsequent latent failure of the firewall hydraulic shutoff valve. The unsafe condition, if not addressed, could result in the inability to control a powerplant fire in the presence of a hydraulic fluid leak.

(f) Compliance

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

(g) Detailed Inspections and Related Investigative and Corrective Actions

Within 10 years after the effective date of this AD, do all the actions specified in paragraphs (g)(1) through (4) of this AD, and do all the applicable related investigative and corrective actions before further flight, in accordance with sections 2.B and 2.C of the Accomplishment Instructions of Bombardier Service Bulletin 700–35–016, Bombardier Service Bulletin 700–35–6006, and Bombardier Service Bulletin 700–35–6503, all dated June 12, 2024, as applicable.

(1) Do a detailed inspection to determine the gap between the clocking angle of the therapeutic oxygen rigid tube to oxygen hose elbow fitting, if equipped, and the nearest electrical harness.

(2) Do a detailed inspection of the therapeutic flexible oxygen hose, part number (P/N) 38911–5–0250, for damage and to determine if protection is installed on the hose.

(3) Do a detailed inspection of the electrical harnesses surrounding the therapeutic flexible oxygen hose for damage.

(4) Do a detailed inspection to determine the clearance between the electrical harnesses and therapeutic flexible oxygen hose.

(h) 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 (i) 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, Inc.'s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(i) 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.

(j) 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 Service Bulletin 700–35–016, dated June 12, 2024.

(ii) Bombardier Service Bulletin 700–35–6006, dated June 12, 2024.

(iii) Bombardier Service Bulletin 700–35–6503, dated June 12, 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; 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 August 1, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–15481 Filed 8–13–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF COMMERCE

Census Bureau

15 CFR Part 30

[Docket No: 250808–0135]

RIN 0607–AA62

Foreign Trade Regulations (FTR): Clarification of Filing Requirements Regarding In-Transit Shipments and Other FTR Provisions

AGENCY: Census Bureau, Department of Commerce.

ACTION: Final rule.

SUMMARY: The Bureau of the Census (Census Bureau) issues this final rule to clarify its regulations governing in-transit shipments from foreign countries through the United States that are subsequently exported to a foreign destination. Specifically, the final rule addresses the identification of the U.S. Principal Party in Interest (USPPI) in scenarios where goods are entered into the United States for consumption or warehousing and subsequently stored in a warehouse or storage facility, admitted into a Foreign Trade Zone (FTZ), or entered into a bonded warehouse before being exported. The rule establishes clear guidelines for different parties involved in export transactions. For customs brokers serving as the USPPI, the regulation notes obtaining client consent to provide customs entry information for Electronic Export Information (EEI) filing is required per customs regulations. Similarly, when a warehouse, storage facility, FTZ, or bonded warehouse operator acts as the USPPI, they are responsible for the EEI based on information they possess or have received from other parties to the export transaction. Additionally, this final rule revises several regulatory sections, including definitions, mandatory filing requirements, responsibilities of parties to the export transaction, confidentiality protocols, penalty provisions, and voluntary self-disclosure processes to ensure greater clarity, accuracy, and consistency throughout the FTR.

DATES: This final rule is effective September 15, 2025.

FOR FURTHER INFORMATION CONTACT: Epa Uwimana, Chief, Economic Management Division, Census Bureau, 4600 Silver Hill Road, Washington, DC 20233–6010 by email at gtmd.ftrnotices@census.gov.

SUPPLEMENTARY INFORMATION:

Background

The Census Bureau, as delegated by the Secretary of Commerce, is responsible for collecting, compiling, and publishing import and export trade statistics for the United States under the provisions of Title 13, United States Code (U.S.C.), Chapter 9, Section 301(a). Under 13 U.S.C. 302, the Secretary of Commerce is authorized to promulgate regulations necessary or proper to carry out the purposes of and prevent the circumvention of the requirements of Chapter 9 of Title 13. The Secretary also may promulgate regulations covering the confidentiality, publication, and disclosure of information collected under Chapter 9. The Secretary developed the Automated Export System (AES), consistent with Public Law 106–113 and considering the confidentiality requirements of Chapter 9 of Title 13, to collect EEI in concert with the export control and enforcement functions of U.S. Customs and Border Protection (CBP) of the Department of Homeland Security, the Bureau of Industry and Security (BIS) of the Department of Commerce, and the Directorate of Defense Trade Controls (DDTC) of the Department of State.

Public Law 107–228 directed the Secretary to publish regulations requiring exporters to file Shippers' Export Declarations, now referenced as EEI, in the AES. As a result, the Census Bureau is responsible for publishing the FTR that set the export reporting requirements for preparing and filing the EEI in the AES. The EEI is made up of mandatory, conditional, and optional data elements.

Under the aforementioned authorities, the Census Bureau is publishing this final rule.

The Census Bureau has experienced an increase in the number of inquiries regarding in-transit movements and as a result, the USPPI scenarios defined in the FTR have been amended. Specifically, one scenario was added, and two existing scenarios were revised to add clarity.

One of the objectives of this final rule is to revise the FTR to define which party is the USPPI when goods are entered into the United States for consumption or warehousing then

stored in a warehouse or storage facility, admitted into an FTZ, or entered into a bonded warehouse before exportation. When these movements occur prior to exportation, the USPPI may be one of the following: a customs broker, or an operator of the warehouse, storage facility, FTZ, or bonded warehouse. When the customs broker is the USPPI and supports the preparation or filing of the EEI with information from the import entry, the customs broker must have consent from the importer of record to disclose confidential information to third parties. When a warehouse, storage facility, FTZ or bonded warehouse operator is the USPPI, they are responsible for the EEI based on information they have or have received from other parties to the export transaction.

The Census Bureau is clarifying the language of the existing mandatory EEI filing requirements for exports subject to the Drug Enforcement Administration regulations. The Census Bureau also is revising the list of information that a USPPI and an authorized agent provide in a routed export transaction. The Census Bureau is also clarifying the filing requirements related to specific data elements and the language regarding AES downtime, confidentiality, penalties, and Voluntary Self-Disclosures. Additionally, the Census Bureau is adding one definition, removing one definition, and revising nineteen other definitions in order to ensure the continued collection of complete, accurate and timely trade statistics. Finally, the Census Bureau is making grammatical and style changes in the FTR. Further background discussing need for this regulation is contained in the proposed rule, 89 FR 86762 (Oct. 31, 2024), and is not repeated here.

The U.S. Department of Homeland Security and the U.S. Department of State concur with the revisions to the FTR as required by Title 13, U.S.C., Section 303, and Public Law 107–228, div. B, title XIV, Section 1404.

Response to Comments

The Census Bureau received 11 letters and emails commenting on the proposed rule. A summary of the comments and the Census Bureau's responses are provided below.

1. *Provide resources and training materials to assist with compliance with the FTR.* One commenter suggested adding clarity and reducing confusion by providing a consent form template for customs brokers to use to obtain client authorization, examples of U.S. Principal Party in Interest (USPPI) scenarios, a glossary of definitions,