

(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 Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7300; email: [9-avs-nyaco-cos@faa.gov](mailto: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) Global 7500 Airplane Flight Manual Temporary Revision TR-58, dated March 21, 2024.
- (ii) [Reserved]
- (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 February 20, 2025.  
**Victor Wicklund,**  
*Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.*  
[FR Doc. 2025-03456 Filed 3-3-25; 8:45 am]  
**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**  
**14 CFR Part 39**

**[Docket No. FAA-2024-2540; Project Identifier AD-2024-00343-E; Amendment 39-22974; AD 2025-05-02]**  
**RIN 2120-AA64**  
**Airworthiness Directives; General Electric Company Engines**  
**AGENCY:** Federal Aviation Administration (FAA), DOT.  
**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain General Electric Company (GE) Model CT7-5A2, CT7-5A3, CT7-7A, CT7-7A1, CT7-9B, CT7-9B1, CT7-9B2, CT7-9C, CT7-9C3, CT7-9D, and CT7-9D2 engines. This AD was prompted by the manufacturer's determination that certain GE Model CT7 fleets have affected cooling plates installed that do not meet lifing guidelines. This AD requires replacement of the stage 1 turbine forward cooling plate and the stage 2 turbine aft cooling plate. The FAA is issuing this AD to address the unsafe condition on these products.  
**DATES:** This AD is effective April 8, 2025.  
**ADDRESSES:** *AD Docket:* You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA-2024-2540; 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.  
**FOR FURTHER INFORMATION CONTACT:** Sungmo Cho, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des

Moines, WA 98198; phone: (781) 238-7241; email: [sungmo.d.cho@faa.gov](mailto:sungmo.d.cho@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 GE Model CT7-5A2, CT7-5A3, CT7-7A, CT7-7A1, CT7-9B, CT7-9B1, CT7-9B2, CT7-9C, CT7-9C3, CT7-9D, and CT7-9D2 engines. The NPRM published in the **Federal Register** on November 26, 2024 (89 FR 93228). The NPRM was prompted by the manufacturer's determination that certain GE Model CT7 fleets have affected cooling plates installed that do not meet lifing guidelines. In the NPRM, the FAA proposed to require replacement of the stage 1 turbine forward cooling plate and the stage 2 turbine aft cooling plate. The FAA is issuing this AD to address the unsafe condition on these products.

**Discussion of Final Airworthiness Directive**  
**Comments**

The FAA received one comment from the Airline Pilots Association, International. The commenter supported the NPRM without change.

**Conclusion**

The FAA reviewed the relevant data, considered the comments received, and determined that air safety requires adopting the 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.

**Costs of Compliance**

The FAA estimates that this AD affects 228 engines installed on airplanes of U.S. registry.  
The FAA estimates the following costs to comply with this AD:

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Replace stage 1 turbine forward cooling plate and stage 2 turbine aft cooling plate.	8 work-hours × \$85 per hour = \$680.	\$88,360	\$89,040	\$20,301,120

The above costs presume that the installed engine requires replacement of both the stage 1 turbine forward cooling plate and stage 2 turbine aft cooling plate. It is possible that only one of

these needs replacement, thus reducing the cost of this AD.  
**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:

#### 2025–05–02 General Electric Company:

Amendment 39–22974; Docket No. FAA–2024–2540; Project Identifier AD–2024–00343–E.

#### (a) Effective Date

This airworthiness directive (AD) is effective April 8, 2025.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to General Electric Company (GE) Model CT7–5A2, CT7–5A3, CT7–7A, CT7–7A1, CT7–9B, CT7–9B1, CT7–

9B2, CT7–9C, CT7–9C3, CT7–9D, and CT7–9D2 engines with an installed stage 1 turbine forward cooling plate having part number (P/N) 6064T08P01; or with an installed stage 2 turbine aft cooling plate having P/N 6064T07P05 or P/N 6068T36P01.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 7200, Engine (Turbine/Turboprop).

#### (e) Unsafe Condition

This AD was prompted by the manufacturer’s determination that certain GE Model CT7 fleets have affected cooling plates installed that do not meet lifing guidelines. The FAA is issuing this AD to prevent the failure of the stage 1 turbine forward cooling plate and stage 2 turbine aft cooling plate. The unsafe condition, if not addressed, could result in uncontained engine failure and damage to the airplane.

#### (f) Compliance

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

#### (g) Required Actions

Within the compliance times specified in paragraphs (g)(1) through (3) of this AD, replace the affected stage 1 turbine forward cooling plate or stage 2 turbine aft cooling plate, as applicable, with a replacement P/N eligible for installation, in accordance with table 1 to the introductory text of paragraph (g) of this AD:

TABLE 1 TO THE INTRODUCTORY TEXT OF PARAGRAPH (g)—COOLING PLATE REPLACEMENT P/NS

Engine group	Part name	Affected P/N	Replacement P/N
1 .....	Stage 1 turbine forward cooling plate .....	6064T08P01 .....	6064T08P04.
1 .....	Stage 2 turbine aft cooling plate .....	6064T07P05 .....	6064T07P07.
1 .....	Stage 2 turbine aft cooling plate .....	6068T36P01 .....	6068T36P04.
2 .....	Stage 1 turbine forward cooling plate .....	6064T08P01 .....	6064T08P03 or 6064T08P04.
2 .....	Stage 2 turbine aft cooling plate .....	6064T07P05 .....	6064T07P07.
2 .....	Stage 2 turbine aft cooling plate .....	6068T36P01 .....	6068T36P04.

(1) For Group 1 engines with an affected part installed, replace the affected part at the next exposure of the gas generator stator assembly that occurs after the effective date of this AD.

(2) For Group 2 engines with an affected part installed having 7,000 part cycles since new (PCSN) or less as of the effective date of this AD, replace the affected part at the next exposure of the gas generator stator assembly or within 2,000 flight cycles (FCs) but before reaching 7,500 PCSN, whichever occurs first after the effective date of this AD.

(3) For Group 2 engines with an affected part installed having more than 7,000 PCSN as of the effective date of this AD, replace the affected part at the next exposure of the gas generator stator assembly or within 500 FCs, whichever occurs first after the effective date of this AD.

#### (h) Definitions

For the purpose of this AD:

(1) “Group 1 engines” are GE Model CT7–5A2, CT7–5A3, CT7–9B, CT7–9B1, CT7–9B2, CT7–9D, and CT7–9D2 engines.

(2) “Group 2 engines” are GE Model CT7–7A, CT7–7A1, CT7–9C, and CT7–9C3 engines.

(3) “Exposure of the gas generator stator assembly” is when the gas generator rotor and stator assembly are separated from the combustor module.

#### (i) 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 local Flight Standards District Office, as

appropriate. If sending information directly to the manager of the AIR–520 Continued Operational Safety 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 Sungmo Cho, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7241; email: [sungmo.d.cho@faa.gov](mailto:sungmo.d.cho@faa.gov).

#### (k) Material Incorporated by Reference

None.

Issued on February 25, 2025.  
**Victor Wicklund,**  
*Deputy Director, Compliance & Airworthiness  
Division, Aircraft Certification Service.*  
[FR Doc. 2025-03383 Filed 3-3-25; 8:45 am]  
**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA-2024-2549; Project  
Identifier MCAI-2024-00359-T; Amendment  
39-22965; AD 2025-04-07]

**RIN 2120-AA64**

**Airworthiness Directives; Airbus SAS  
Airplanes**

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

**SUMMARY:** The FAA is adopting a new  
airworthiness directive (AD) for certain  
Airbus SAS Model A330-200, A330-  
200 Freighter, and A330-300 series  
airplanes. This AD was prompted by a  
report of contamination of the advanced  
pneumatic detector pressure switch of  
engine pylon fire detectors. This AD  
requires replacement of the  
affected parts and prohibits installation  
of affected parts, 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 April 8,  
2025.  
The Director of the Federal Register  
approved the incorporation by reference  
of a certain publication listed in this AD  
as of April 8, 2025.

**ADDRESSES:**  
*AD Docket:* You may examine the AD  
docket at *regulations.gov* under Docket  
No. FAA-2024-2549; 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-2024-2549.

**FOR FURTHER INFORMATION CONTACT:**  
Vladimir Ulyanov, Aviation Safety  
Engineer, FAA, 2200 South 216th St.,  
Des Moines, WA 98198; telephone 206-  
231-3229; email *vladimir.ulyanov@  
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 Airbus SAS Model 330-  
200, A330-200 Freighter, and A330-300  
series airplanes. The NPRM published  
in the **Federal Register** on December 9,  
2024 (89 FR 97562). The NPRM was  
prompted by AD 2024-0119, dated June  
27, 2024, issued by EASA, which is the  
Technical Agent for the Member States  
of the European Union (EASA AD 2024-  
0119) (also referred to as the MCAI). The  
MCAI states occurrences were reported  
of contamination of the advanced  
pneumatic detector pressure switch of  
engine pylon fire detectors.

In the NPRM, the FAA proposed to  
require replacement of the affected parts  
and to prohibit installation of affected  
parts, as specified in EASA AD 2024-  
0119. The FAA is issuing this AD to  
address such contamination, which

could affect the reliability of the engine  
pylon fire detector, possibly leading to  
an undetected fire and consequent  
reduced control of the airplane.

You may examine the MCAI in the  
AD docket at *regulations.gov* under  
Docket No. FAA-2024-2549.

**Discussion of Final Airworthiness  
Directive**

**Comments**

The FAA received a comment 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  
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 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 2024-0119 specifies  
procedures for replacement of the  
affected engine pylon fire detector and  
prohibits installation of affected engine  
pylon fire detectors. 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 6 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
7 work-hours × \$85 per hour = \$595 .....	\$828	\$1,423	\$8,538

**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