

**(i) Definitions**

For the purpose of this AD:

(1) “LEAP–1A engines” are CFM Model LEAP–1A23, LEAP–1A24, LEAP–1A24E1, LEAP–1A26, LEAP–1A26CJ, LEAP–1A26E1, LEAP–1A29, LEAP–1A29CJ, LEAP–1A30, LEAP–1A32, LEAP–1A33, LEAP–1A33B2, and LEAP–1A35A engines.

(2) “LEAP–1B engines” are CFM Model LEAP–1B21, LEAP–1B23, LEAP–1B25, LEAP–1B27, LEAP–1B28, LEAP–1B28B1, LEAP–1B28B2, LEAP–1B28B2C, LEAP–1B28B3, LEAP–1B28BBJ1, and LEAP–1B28BBJ2 engines.

(3) “LEAP–1C engines” are CFM Model LEAP–1C28, LEAP–1C30, and LEAP–1C30B1 engines.

(4) A “part eligible for installation” on a LEAP–1A engine is an LPT stage 5 disk that does not have a P/N and S/N identified in Table 1, Table 2, or Table 3 of CFM SB LEAP–1A–72–00–0519–01A–930A–D.

(5) A “part eligible for installation” on a LEAP–1B engine is an LPT stage 4 disk or LPT stage 5 disk that does not have a P/N and S/N identified in Table 1, Table 2, or Table 3 of CFM SB LEAP–1B–72–00–0419–01A–930A–D.

**(j) 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 (k) 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.

**(k) Additional Information**

For more information about this AD, contact Mehdi Lamnyi, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7743; email: [mehdi.lamnyi@faa.gov](mailto:mehdi.lamnyi@faa.gov).

**(l) 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) CFM Service Bulletin (SB) LEAP–1A–72–00–0519–01A–930A–D, Issue 001–00, dated September 18, 2024.

(ii) CFM SB LEAP–1B–72–00–0419–01A–930A–D, Issue 001–00, dated September 18, 2024.

(iii) CFM SB LEAP–1C–72–00–0100–01A–930A–D, Issue 001–00, dated September 18, 2024.

(3) For CFM material identified in this AD, contact CFM International, S.A., GE Aviation

Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45215; phone: (877) 432–3272; email: [aviation.fleetsupport@ge.com](mailto:aviation.fleetsupport@ge.com).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. 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 21, 2025.

**Peter A. White,**

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

[FR Doc. 2025–03459 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–2024–2543; Project Identifier MCAI–2024–00342–T; Amendment 39–22969; AD 2025–04–11]**

**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 all Bombardier, Inc., Model BD–700–2A12 airplanes. This AD was prompted by the discovery that a partial loss of thrust after an engine failure during a required navigation performance authorization required (RNP–AR) approach under certain weight, altitude and temperature (WAT) conditions, may lead to a descent below the specified path guidance. This AD requires a revision to the existing airplane flight manual (AFM), to incorporate updated WAT tables for RNP–AR approach operations. 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](http://regulations.gov) under Docket No. FAA–2024–2543; 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](mailto:ac.yul@aero.bombardier.com); website [bombardier.com](http://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](http://regulations.gov) under Docket No. FAA–2024–2543.

**FOR FURTHER INFORMATION 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).

**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 all Bombardier, Inc., Model BD–700–2A12 airplanes. The NPRM published in the **Federal Register** on November 27, 2024 (89 FR 93528). The NPRM was prompted by AD CF–2024–22, dated June 13, 2024, issued by Transport Canada, which is the aviation authority for Canada (referred to after this as the MCAI). The MCAI states it was discovered that a partial loss of thrust after an engine failure during an RNP–AR approach under certain WAT conditions, may lead to a descent below 75 feet of the path guidance, requiring a go-around. The resultant vertical deviation may exceed allowable approach containment for obstacle clearance and may largely reduce the safety margins in the missed approach.

In the NPRM, the FAA proposed to require a revision to the existing AFM, to incorporate updated WAT tables for RNP–AR approach operations that contain possible vertical deviations within the 75-foot requirement. 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–2024–2543.

### Discussion of Final Airworthiness Directive

#### Comments

The FAA received a comment from an individual who did not make a request the FAA can act on.

#### 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 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

The FAA reviewed (Bombardier) Global 7500 Airplane Flight Manual

Temporary Revision TR–58, dated March 21, 2024. This material specifies procedures to update WAT tables for RNP–AR approach operations to contain possible vertical deviations within the 75-foot requirement. 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 70 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
1 work-hour × \$85 per hour = \$85 .....	\$0	\$85	\$5,950

### 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(f), 40113, 44701.

#### § 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

**2025–04–11 Bombardier, Inc.:** Amendment 39–22969; Docket No. FAA–2024–2543; Project Identifier MCAI–2024–00342 T.

#### (a) Effective Date

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

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to all Bombardier, Inc., Model BD–700–2A12 airplanes.

#### (d) Subject

Air Transport Association (ATA) of America Code 34, Navigation.

#### (e) Unsafe Condition

This AD was prompted by the discovery that a partial loss of thrust after an engine failure during a required navigation performance authorization required (RNP–AR) approach under certain weight, altitude, and temperature (WAT) conditions, may lead to a descent below 75 feet of the path guidance, requiring a go-around. The resultant vertical deviation may exceed allowable approach containment for obstacle clearance and may reduce the safety margins in the missed approach.

#### (f) Compliance

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

#### (g) Revision of Existing Airplane Flight Manual (AFM)

Within 30 days after the effective date of this AD, revise the existing AFM to include the information specified in (Bombardier) Global 7500 Airplane Flight Manual Temporary Revision TR–58, dated March 21, 2024.

#### (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 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.