

Note 3 to paragraph (I)(2)(ii): For obtaining this section Bombardier Challenger 601 TLMC, Publication No. PSP 601–5, use Document Identification No. CH 601 TLMC.

(iii) Section 5–10–00, “Airworthiness Limitations,” of Bombardier Challenger 601 TLMC, Publication No. PSP 601A–5, Revision 42, dated January 8, 2018.

Note 4 to paragraph (I)(2)(iii): For obtaining this section of Bombardier Challenger 601 TLMC, Publication No. PSP 601A–5, use Document Identification No. CH 601 TLMC–1.

(iv) Part 2, “Airworthiness Limitations,” of Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, Revision 33, dated November 22, 2022.

Note 5 to paragraph (I)(2)(iv): The document identification number for ordering Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC is incorrectly identified as “CH 600 TLMC” on page 2 of the TLMC. For obtaining Part 2 of Bombardier Challenger 604 TLMC, Publication No. CH 604 TLMC, use Document Identification No. CH 604 TLMC.

(v) Part 2, “Airworthiness Limitations,” of Bombardier Challenger 605 TLMC, Publication No. CH 605 TLMC, Revision 22, dated November 22, 2022.

(vi) Part 2, “Airworthiness Limitations,” of Bombardier Challenger 650 TLMC, Publication No. CH 650 TLMC, Revision 9, dated November 22, 2022.

(vii) Bombardier Temporary Revision No. 5–2–5, dated October 16, 2023.

(viii) Bombardier Temporary Revision No. 5–2–29, dated October 25, 2023.

(ix) Bombardier Temporary Revision No. 5–2–73, dated October 25, 2023.

(x) Bombardier Temporary Revision No. TR 5–164, dated December 23, 2022.

(xi) Bombardier Temporary Revision No. TR 5–165, dated October 25, 2023.

(xii) Bombardier Temporary Revision No. TR 5–268, dated December 23, 2022.

(xiii) Bombardier Temporary Revision No. TR 5–269, dated October 25, 2023.

(xiv) Bombardier Temporary Revision No. TR 5–282, dated December 23, 2022.

(xv) Bombardier Temporary Revision No. TR 5–283, dated October 25, 2023.

(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 <https://my.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 September 16, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–18759 Filed 9–25–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2024–2556; Project Identifier MCAI–2024–00247–T; Amendment 39–23146; AD 2025–19–06]

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 A300 series airplanes; Model A300 B4–600, B4–600R, and F4–600R series airplanes, and Model A300 C4–605R Variant F airplanes (collectively called Model A300–600 series airplanes); and Model A310 series airplanes. This AD was prompted by investigations that found cracks on the main deck cargo door (MDCD) actuator bearing fitting caused by fatigue. This AD requires an operational limitation to the MDCD opening angle, repetitive detailed visual inspection (DET) of the MDCD actuator bearing fittings, and replacement if any cracks are found. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 31, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 31, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA–2024–2556; 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 European Union Aviation Safety Agency (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. 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–2024–2556.

FOR FURTHER INFORMATION CONTACT:

Joshua Y. Baek, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–6725; email: joshua.y.baek@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 A300 series, A300–600 series, and A310 series airplanes. The NPRM was published in the **Federal Register** on December 13, 2024 (89 FR 100926). The NPRM was prompted by AD 2024–0092R1, dated July 10, 2024 (EASA AD 2024–0092R1) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that investigations found cracks on the MDCD actuator bearing fitting caused by fatigue. There is no unsafe condition during flight when the cargo door is fully closed, latched, and locked. However, if not detected and corrected, this cracking could lead to MDCD undamped free fall from the open position during MDCD operations or during cargo loading/off-loading, resulting in injury to people on the ground.

In the NPRM, the FAA proposed to require an operational limitation to the MDCD opening angle, repetitive DET of the MDCD actuator bearing fittings, and replacement if any cracks are found, as specified in EASA AD 2024–0092R1.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA–2024–2556.

The FAA issued a supplemental notice of proposed rulemaking (SNPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Airbus SAS Model A300 series, A300–600 series, and A310 series airplanes. The SNPRM was published in the **Federal**

Register on May 6, 2025 (90 FR 19160). The SNPRM was prompted by the FAA’s determination that the applicability must be revised to add airplanes. In the SNPRM, the FAA proposed to require the same actions as those proposed in the NPRM, but with a broader applicability that includes airplanes modified in accordance with certain FAA supplemental type certificates. The FAA is issuing this AD to address the unsafe condition on these products.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from FedEx Express who supported the SNPRM and had an additional comment.

Request To Allow Changes to Operator’s Internal Manuals To Comply With Operational Limitation Requirements

FedEx Express requested that the FAA approve operator changes in their internal manuals to keep door

operations limited to 70 degrees to comply with the proposed AD’s operational limitation requirements.

The FAA notes that this AD does not specify how operators must comply with the operational limitation. Therefore, operators may change their internal manuals such that the airplane is operated as specified in this AD. The FAA has not changed this AD in this regard.

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 SNPRM.

None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2024–0092R1, which specifies procedures for an operational limitation to the MDCCD opening angle, repetitive DET of the MDCCD actuator bearing fittings, and replacement of both MDCCD actuator bearing fittings if any crack is found on any MDCCD actuator bearing fitting.

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.

Interim Action

The FAA considers that this AD is an interim action. If final action is later identified, the FAA might consider further rulemaking then.

Costs of Compliance

The FAA estimates that this AD affects 243 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	\$20,655

The FAA estimates the following costs to do any necessary on-condition actions that would be required based on

the results of any required actions. The FAA has no way of determining the

number of airplanes that might need this on-condition action:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
500 work-hours × \$85 per hour = \$42,500	\$34,600	\$77,100

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:

2025–19–06 Airbus SAS: Amendment 39–23146; Docket No. FAA–2024–2556; Project Identifier MCAI–2024–00247–T.

(a) Effective Date

This airworthiness directive (AD) is effective October 31, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (6) of this AD, certified in any category, manufactured in freighter model configuration, or modified in accordance with supplemental type certificate (STC) ST00177LA–D, STC ST00178LA–D, STC ST01431NY, or STC ST00100NY.

(1) Model A300 B4–2C, B4–103, and B4–203 airplanes.

(2) Model A300 B4–601, B4–603, B4–620, and B4–622 airplanes.

(3) Model A300 B4–605R and B4–622R airplanes.

(4) Model A300 C4–605R Variant F airplanes.

(5) Model A300 F4–605R and F4–622R airplanes.

(6) Model A310–203, –204, –221, –222, –304, –322, –324, and –325 airplanes.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by investigations that found cracks on the main deck cargo door (MDCD) actuator bearing fitting caused by fatigue. The FAA is issuing this AD to address potential cracking of the MDCD actuator bearing fittings. The unsafe condition, if not addressed, could lead to MDCD undamped free fall from open position during MDCD operations or during cargo loading/off-loading, resulting in injury to people on the ground.

(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, European Union Aviation Safety Agency (EASA) AD 2024–0092R1, dated July 10, 2024 (EASA AD 2024–0092R1).

(h) Exceptions to EASA AD 2024–0092R1

(1) Where EASA AD 2024–0092R1 refers to April 26, 2024 (the effective date of the original issue of EASA AD 2024–0092R1), this AD requires using the effective date of this AD.

(2) This AD does not adopt the “Remarks” section of EASA AD 2024–0092R1.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2024–0092R1 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, 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, 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 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 referenced in EASA AD 2024–0092R1 contains paragraphs that are labeled as RC, the instructions in RC paragraphs, including subparagraphs under an RC paragraph, must be done to comply with this AD; any paragraphs, including subparagraphs under those paragraphs, that are not identified as RC are recommended. The instructions in paragraphs, including subparagraphs under those paragraphs, 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 instructions identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to instructions identified as RC require approval of an AMOC.

(k) Additional Information

For more information about this AD, contact Joshua Y. Baek, Aviation Safety

Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–6725; email: joshua.y.baek@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) European Union Aviation Safety Agency (EASA) AD 2024–0092R1, dated July 10, 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. You may find this material on the EASA website at 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 or email fr.inspection@nara.gov.

Issued on September 12, 2025.

Peter A. White,

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

[FR Doc. 2025–18761 Filed 9–25–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0482; Project Identifier MCAI–2024–00152–T; Amendment 39–23145; AD 2025–19–05]

RIN 2120–AA64

Airworthiness Directives; De Havilland Aircraft of Canada Limited (Type Certificate Previously Held by Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2019–16–09, which applied to certain De Havilland Aircraft of Canada Limited Model DHC–8–400 series airplanes. AD 2019–16–09 required one-time inspections for cracks and damage of the elevator power control unit (PCU) brackets and surrounding area, horizontal stabilizer rear spar, elevator