

(i) European Union Aviation Safety Agency (EASA) AD 2024–0173, dated September 4, 2024.

(ii) [Reserved]

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

(4) You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N–321, Fort Worth, TX 76177. 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 or email fr.inspection@nara.gov.

Issued on June 27, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–12370 Filed 7–1–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–1351; Project Identifier MCAI–2024–00667–T]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc., Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all Bombardier, Inc., Model BD–100–1A10 airplanes. This proposed AD was prompted by a report that some parts of horizontal stabilizer trim actuators (HSTAs) that were meant to be replaced through a required overhaul were not replaced and were instead reinstalled on the HSTAs. This proposed AD would require verification of the HSTA serial number, and, if applicable, replacement of the HSTA. This proposed AD would also prohibit the installation of affected parts under certain conditions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by August 18, 2025.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to regulations.gov. Follow the instructions for submitting comments.

- *Fax:* 202–493–2251.

- *Mail:* U.S. Department of

Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA–2025–1351; 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 NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Bombardier material identified in this proposed 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.

FOR FURTHER INFORMATION CONTACT: John Massey, 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:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2025–1351; Project Identifier MCAI–2024–00667–T” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend the proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the

following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to regulations.gov, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to John Massey, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7300; email: 9-avs-nyaco-cos@faa.gov. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF–2024–38, dated November 12, 2024 (Transport Canada AD CF–2024–38) (also referred to after this as the MCAI), to correct an unsafe condition on all Bombardier, Inc., Model BD–100–1A10 airplanes. The MCAI states that Bombardier has been advised that the overhaul required by certificate maintenance requirement (CMR) task 27–40–00–104 * was not fully completed on some units. As a result, some of the parts that were required to be replaced on the affected HSTAs as part of the overhauled task were re-installed in error. This condition, if not corrected, can lead to the failure of HSTA components, which can contribute to horizontal stabilizer surface disconnect at the actuator level and could lead to loss of continued safe flight and landing.

The FAA is proposing 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–2025–1351.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed the following Bombardier material:

- Bombardier Service Bulletin 100–27–23, dated October 28, 2024;
- Bombardier Service Bulletin 350–27–014, dated October 28, 2024.

This material specifies procedures for verifying the HSTA serial number and, if applicable, corrective actions to include replacing the HSTA. 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.

FAA’s Determination

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 and material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in

the material already described. This proposed AD would also prohibit the installation of affected parts under certain conditions.

Regarding the corrective action for certain HSTAs, as specified in Bombardier Service Bulletin 100–27–23 and 350–27–014, both dated October 28, 2024, rework of the HSTA is required by the manufacturer, since this manufacturer is the only producer of the affected part.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 982 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 2 work-hours × \$85 per hour = Up to \$170	\$0	Up to \$170	Up to \$166,940.

The FAA estimates the following costs to do any on-condition action 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 on-condition action:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
20 work-hours × \$85 per hour = \$1,700	\$53,665	\$55,365

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this proposed 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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

Bombardier, Inc: Docket No. FAA–2025–1351; Project Identifier MCAI–2024–00667–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by August 18, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Bombardier, Inc., Model BD-100-1A10 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 27, Flight controls.

(e) Unsafe Condition

This AD was prompted by a report that some parts of horizontal stabilizer trim actuators (HSTAs) that were meant to be replaced through a required overhaul were not replaced and were instead reinstalled on the HSTAs. The FAA is issuing this AD to address HSTA parts that were not replaced as required. The unsafe condition, if not addressed, could result in the failure of HSTA components, which can contribute to horizontal stabilizer surface disconnect at the actuator level and could lead to loss of continued safe flight and landing.

(f) Compliance

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

(g) Records Verification and Corrective Actions

At the applicable time specified in figure 1 to paragraph (g) of this AD, do an inspection to determine the serial number of HSTA part number C47100-004 or C47100-005 in accordance with Section 2.B., Part A, of the Accomplishment Instructions of Bombardier Service Bulletin 100-27-23 or 350-27-014, both dated October 28, 2024, as applicable. A review of the airplane maintenance records is also acceptable provided the serial number of the HSTA can be conclusively determined from that review.

FIGURE 1 TO PARAGRAPH (g)—COMPLIANCE TIME FOR RECORDS VERIFICATION

HSTA total flight hours accumulated as of the effective date of this AD	Compliance time
10,000 or more	Before accumulating 14,500 total flight hours on the HSTA, or before accumulating 7,500 total flight cycles on the HSTA, or within 24 months after the effective date of this AD, whichever occurs first.
9,700 or more but less than 10,000	Before accumulating 14,500 total flight hours on the HSTA, or before accumulating 7,500 total flight cycles on the HSTA, or within 36 months after the effective date of this AD, whichever occurs first.
Less than 9,700	Before accumulating 14,500 total flight hours on the HSTA, or before accumulating 7,500 total flight cycles on the HSTA, or within 48 months after the effective date of this AD, whichever occurs first.

(h) HSTA Replacement

If, during the inspection or records review required by paragraph (g) of this AD, any HSTA having part number C47100-004 or C47100-005, with a serial number listed in Section 1.A. of Bombardier Service Bulletin 100-27-23 or 350-27-014, both dated October 28, 2024, as applicable is found: At the applicable time specified in figure 1 to paragraph (g) of this AD, replace the HSTA in accordance with Sections 2.C. and 2.D. of the Accomplishment Instructions of Bombardier Service Bulletin 100-27-23 or 350-27-014, both dated October 28, 2024, as applicable.

(i) Parts Installation Limitation

As of the effective date of this AD, no person may install, on any airplane, an HSTA, part number C47100-004 or C47100-005, with a serial number listed in Section 1.A. of Bombardier Service Bulletin 100-27-23 or 350-27-014, both dated October 28, 2024, unless the HSTA has a modification plate marked with Moog Service Bulletin C47100-27-07.

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

(k) Additional Information

For more information about this AD, contact John Massey, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228-7300; email: 9-avs-nyaco-cos@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) Bombardier Service Bulletin 100-27-23, dated October 28, 2024.

(ii) Bombardier Service Bulletin 350-27-014, dated October 28, 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 June 30, 2025.

Steven W. Thompson,

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

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