

the President's initiative to increase domestic manufacturing.

SBA is also seeking input from the Native American community on the general management and operation of its economic development and access to capital programs as part of the Administration's desire to make these programs more effective and improve the delivery of them to the small business community. Accordingly, SBA is interested in receiving comments from representatives of tribes, ANCs and NHOs offering their perspective on how these programs are working generally and providing suggestions for how the programs could be made more efficient to better suit the needs of small businesses owned by these entities.

Tribal Consultation Meeting

The format of this tribal consultation meeting will consist of a panel of SBA representatives who will preside over the session. The oral and written testimony as well as any comments SBA receives will become part of the administrative record for SBA's consideration. Written testimony may be submitted in lieu of oral testimony. SBA will analyze the testimony, both oral and written, along with any written comments received. SBA officials may ask questions of a presenter to clarify or further explain the testimony. The purpose of the tribal consultation is to assist SBA with gathering information to guide SBA's review process and to potentially develop new proposals. SBA will accept written material that the presenter wishes to provide that further supplements his or her testimony. Electronic or digitized copies are encouraged.

The tribal consultation meeting will be held for one day. The meeting will begin at 1:00 p.m. and end at 4:00 p.m. (EDT). SBA will adjourn early if all those scheduled have delivered their testimony.

II. Registration

SBA respectfully requests that any elected or appointed representative of the tribal communities or principal of a tribally owned, ANC-owned or NHO-owned firm that is interested in attending please pre-register in advance and indicate whether you would like to testify at the hearing. Registration requests should be received by SBA by October 22, 2025. Please contact Diane Cullo, Assistant Administrator, Office of Native American Affairs in writing at Diane.Cullo@sba.gov. If you are interested in testifying, please include the following information relating to the person testifying: Name, Organization affiliation, Address, Telephone number,

Email address and Fax number. SBA will attempt to accommodate all interested parties that wish to present testimony. Based on the number of registrants it may be necessary to impose time limits to ensure that everyone who wishes to testify can do so. SBA will confirm in writing the registration of presenters and attendees. (Authority: 15 U.S.C. 634 and E.O. 13175, 65 FR 67249.)

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Dated: September 24, 2025.

Diane Cullo,

Assistant Administrator Office of Native American Affairs.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 36, 43, 45, 48, 89, 91, 107, 108, 119, 133, 135, 137, and 146

[Docket No. FAA-2025-1908; Notice No. 25-07A]

RIN 2120-AL82

DEPARTMENT OF HOMELAND SECURITY

Transportation Security Administration

49 CFR Parts 1540 and 1544

RIN 1652-AA80

Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations; Denial of Extension of Comment Period

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT); Transportation Security Administration (TSA), Department of Homeland Security (DHS).

ACTION: Notice of proposed rulemaking (NPRM); Denial of extension of comment period.

SUMMARY: This action denies requests for extension of the comment period for the notice of proposed rulemaking (NPRM) titled "Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations" that was published in the **Federal Register** on August 7, 2025.

DATES: September 29, 2025.

ADDRESSES: The docket for the NPRM is available at <https://www.regulations.gov/> under docket number FAA-2025-1908.

FOR FURTHER INFORMATION CONTACT: Michelle Ferritto, ARM-100, Federal

Aviation Administration, 800 Independence Avenue SW, Washington, DC 20592; Phone: 844 359-6982; Email: 9-FAA-UAS-BVLOS-Rule@faa.gov.

SUPPLEMENTARY INFORMATION: On August 7, 2025, the Federal Aviation Administration (FAA) and the Transportation Security Administration (TSA) published a NPRM titled "Normalizing Unmanned Aircraft Systems Beyond Visual Line of Sight Operations" in the **Federal Register** (90 FR 38212; FAA Notice No. 25-07). In that document, FAA and TSA proposed performance-based regulations to enable the design and operation of unmanned aircraft systems (UAS) at low altitudes beyond visual line of sight (BVLOS) and for third-party services, including UAS Traffic Management, that support these operations. Congress directed the rapid development of this proposed rule in the FAA Reauthorization Act of 2024 knowing that it is needed to support the integration of UAS into the national airspace system. The comment period for the NPRM closes at the end of October 6, 2025.

Denial of Extension of Comment Period

Since publication of the NPRM, FAA has received two requests for extension of the comment period. Michael Ravnitsky¹ asked for an extension of "10 days, or to provide a 20-day opportunity for reply comments." Sky Sail Balloons² requested a general extension of the comment period and suggested that FAA subdivide the rule for comment by area of concern. FAA and TSA have considered and hereby deny these requests.

On June 6, 2025, the President issued Executive Order 14307, "Unleashing American Drone Dominance", which instructed FAA to publish a final rule within 240 days, as appropriate. Meeting that deadline will require extraordinary measures that do not make it practicable to extend the comment period or subdivide the NPRM into separate rulemakings. While FAA and TSA recognize the importance of the proposed rule, the agencies find the 60-day comment period provides ample opportunity for commenters to submit complete and thoughtful comments.

Accordingly, FAA and TSA decline to grant the extension requests and the comment period will close at the end of October 6, 2025. Issued under authority provided by 49 U.S.C. 106(f), 114,

¹ Comment from Michael Ravnitsky, Docket FAA-2025-1908-0025, Aug. 12, 2025.

² Comment from Sky Sail Balloons, Docket FAA-2025-1908-0065, Aug. 22, 2025.

44701, 44901, and 44903(b) in Washington, DC.

Brandon Roberts,

*Executive Director, Office of Rulemaking,
Federal Aviation Administration.*

Susan Tashiro,

*Acting Executive Assistant Administrator,
Operations Support, Transportation Security
Administration.*

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-2559; Project Identifier MCAI-2025-00053-T]

RIN 2120-AA64

Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); 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 certain Airbus Canada Limited Partnership Model BD-500-1A10 and BD-500-1A11 airplanes. This proposed AD was prompted by the discovery on the production line that the electrical system harnesses in lavatory A had reduced bend radii, were not properly secured, and did not meet the requirement for clearance from an oxygen supply line. This proposed AD would require an inspection of the sleeve and electrical harness for chafing damage and incorrect installation, and applicable on-condition actions. 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 November 13, 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](https://www.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](https://www.regulations.gov) under Docket No. FAA-2025-2559; 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 Transport Canada material identified in this proposed AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888-663-3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca. You may find this material on the Transport Canada website at tc.canada.ca/en/aviation. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-2559.

- 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:

Yves Petiotte, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: (202) 975-4867; email: yves.petiotte@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 using a method listed under the **ADDRESSES** section. Include “Docket No. FAA-2025-2559; Project Identifier MCAI-2025-00053-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 this 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](https://www.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 Yves Petiotte, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: (202) 975-4867; email: yves.petiotte@faa.gov. Any commentary that the FAA receives which 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-2025-45, dated August 29, 2025 (Transport Canada AD CF-2025-45) (also referred to as the MCAI), to correct an unsafe condition for certain Airbus Canada Limited Partnership Model BD-500-1A10 and BD-500-1A11 airplanes. The MCAI states that it was discovered on the production line that electrical system harnesses in lavatory A had reduced bend radii, were not properly secured and did not meet the requirement for clearance from an oxygen supply line. Inadequately secured and installed wire harnesses could create a chafing condition leading to a source of ignition, and when combined with an oxygen leak as well as loss of ventilation, may lead to an uncontrolled fire. 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](https://www.regulations.gov) under Docket No. FAA-2025-2559.

Material Incorporated by Reference Under 1 CFR Part 51

Transport Canada AD CF-2025-45 specifies procedures for an inspection of the sleeve and electrical harness for chafing damage and incorrect installation, and applicable on-condition actions. On-condition actions include repair of damage and