

Dated at Washington, DC, on June 20, 2024.

**James P. Sheesley**,  
Assistant Executive Secretary.

By the National Credit Union  
Administration Board on July 10, 2024.

**Melane Conyers-Ausbrooks**,  
Secretary of the Board.

[FR Doc. 2024-16546 Filed 8-8-24; 8:45 am]

BILLING CODE 4810-33-P; 6210-01-P; 6714-01-P;  
7535-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 21

[Docket No. FAA-2024-1656]

#### Draft Policy Statement Regarding Safety Continuum for Powered-Lift

**AGENCY:** Federal Aviation  
Administration (FAA), Department of  
Transportation (DOT).

**ACTION:** Notification of availability;  
request for comments; extension of  
comment period.

**SUMMARY:** On June 13, 2024, the FAA published in the **Federal Register** a notification of availability for draft Policy Statement PS-AIR-21.17-01, "Safety Continuum for Powered-lift". The comment period for this document expires on August 12, 2024. By letter dated August 1, 2024, the General Aviation Manufacturers Association (GAMA) requested that the FAA extend the public-comment deadline to September 12, 2024, for GAMA member organizations to conduct a more thorough review and contribute constructively to the proposed criteria facilitating the development of robust, harmonized standards that maximize safety for powered-lift operations.

**DATES:** The comment period for the document published June 13, 2024, at 89 FR 50241, is extended. Comments should be received on or before September 12, 2024.

**ADDRESSES:** Send comments identified with "Safety Continuum for Powered-lift" and docket number FAA-2024-1656, using any of the following methods:

- *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the instructions for submitting comments electronically.

- *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- *Fax:* Fax comments to Docket Operations at (202) 493-2251.

*Privacy:* The FAA will post all comments it receives without change to [www.regulations.gov/](http://www.regulations.gov/), including any personal information the commenter provides. DOT's complete Privacy Act Statement can be found in the **Federal Register** published on April 11, 2000 (65 FR 19477-19478), as well as at [DocketsInfo.dot.gov](http://DocketsInfo.dot.gov).

#### FOR FURTHER INFORMATION CONTACT:

James Blyn, Product Policy Management: Airplanes, GA, Emerging Aircraft, and Rotorcraft AIR-62B, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, Texas 76177; telephone (817) 222-5762; email [james.blyn@faa.gov](mailto:james.blyn@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

The FAA invites the public to submit comments on the draft policy statement as specified in the **ADDRESSES** section. Commenters should include the subject line "Safety Continuum for Powered-lift" and docket number FAA-2024-1656 on all comments submitted to the FAA. The most helpful comments will reference a specific portion of the draft document, explain the reason for any recommended change, and include supporting data. The FAA will also consider all comments received on or before the closing date before issuing the final policy statement. The FAA will also consider late filed comments if it is possible to do so without incurring expense or delay.

##### Extension of the Comment Period

The FAA recognizes that the public will benefit from adequate time to review the draft policy statement. Therefore, the FAA is extending the comment period for an additional 31 days to September 12, 2024.

You may examine the draft policy statement on the agency's public website and in the docket as follows:

- At [www.regulations.gov](http://www.regulations.gov) in Docket FAA-2024-1656.
- At [www.faa.gov/aircraft/draft\\_docs/](http://www.faa.gov/aircraft/draft_docs/).

Issued in Kansas City, Missouri, on August 6, 2024.

**Patrick R. Mullen**,

Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.

[FR Doc. 2024-17719 Filed 8-8-24; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2024-2015; Project Identifier MCAI-2023-00769-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 certain Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes. This proposed AD was prompted by reports of missing or damaged inboard flap seal plate assemblies. This proposed AD would require repetitive inspections for cracks of the attaching angles of the inboard flap seal plates and replacement. This proposed AD would also require the eventual replacement of both inboard flap seal plates, which would terminate the repetitive inspections. 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 September 23, 2024.

**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 [www.regulations.gov](http://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 [www.regulations.gov](http://www.regulations.gov) under Docket No. FAA-2024-2015; 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](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.

**FOR FURTHER INFORMATION CONTACT:** Yaser Osman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email [9-avs-nyaco-cos@faa.gov](mailto: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 **ADDRESSES**. Include “Docket No. FAA-2024-2015; Project Identifier MCAI-2023-00769-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](http://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, 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 Yaser Osman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email [9-avs-nyaco-cos@faa.gov](mailto: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-2023-42, dated June 19, 2023 (Transport Canada AD CF-2023-42) (also referred to after this as the MCAI), to correct an unsafe condition on certain Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes. The MCAI states that there have been multiple reports in service of missing or damaged inboard flap seal plates. An investigation revealed a premature fatigue failure mode of the inboard flap seal plates. Left uncorrected, an inboard flap seal plate may partially or totally detach. Under certain flight conditions, a missing inboard flap seal plate could lead to excessive buffeting and vibration, and consequent damage to the airplane.

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](http://regulations.gov) under Docket No. FAA-2024-2015.

**Material Incorporated by Reference Under 1 CFR Part 51**

The FAA reviewed Bombardier Service Bulletins 700-27-5509 and

700-27-6509, both Revision 01, both dated May 5, 2023. This material specifies procedures for repetitive detailed inspections for cracks of the attaching angles of the inboard flap seal plates and replacing the inboard flap seal plates if any crack is detected. This material also specifies procedures for replacing both existing inboard flap seal plates with structurally more robust redesigned components. The replacement actions include a detailed visual inspection for damage (including signs of failure, cracking, and deformation) of the flap inboard closing ribs and trailing edges, an eddy current or liquid penetrant inspection for cracks running out of the flap inboard closing rib holes common to the outboard stiffener and angle, and repair for cracks and other damage. The replacement would eliminate the need for the repetitive detailed inspections. These documents are distinct since they apply to different airplane models. 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.

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect 43 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
24 work-hours × \$85 per hour = \$2,040 .....	\$37,919	\$39,959	\$1,718,237

The FAA has received no definitive data on which to base the cost estimates for the repairs specified in this proposed AD.

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–2024–2015; Project Identifier MCAI–2023–00769–T.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by September 23, 2024.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Bombardier, Inc., Model BD–700–1A10 and BD–700–1A11 airplanes, certificated in any category, serial numbers 9861, 9872, 60001 through 60004 inclusive, 60006 through 60023 inclusive, 60025 through 60029 inclusive, 60031, 60033 through 60036 inclusive, 60038 through 60042 inclusive, 60044, 60046 through 60048 inclusive, 60050 through 60055 inclusive, 60058 through 60060 inclusive, 60062 through 60067 inclusive, 60069 through 60071 inclusive, 60073 through 60086 inclusive, and 60088 through 60101 inclusive.

**(d) Subject**

Air Transport Association (ATA) of America Code 57, Wings.

**(e) Unsafe Condition**

This AD was prompted by reports of missing or damaged inboard flap seal plates. The FAA is issuing this AD to address the unsafe condition, which could result in the partial or total detachment of the flap seal plate. Under certain flight conditions, a missing inboard flap seal plate could lead to excessive buffeting and vibration, and consequent damage to the airplane.

**(f) Compliance**

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

**(g) Detailed Inspection**

At the applicable time specified in figure 1 to paragraph (g) of this AD, perform a detailed inspection for cracks of the attaching angles of the inboard flap seal plates, in accordance with Section 2.B. (Part A) of the Accomplishment Instructions of Bombardier Service Bulletin 700–27–5509 or 700–27–6509, both Revision 01, both dated May 5, 2023; as applicable, except do corrective actions as specified in paragraph (h) of this AD.

**Figure 1 to Paragraph (g)—Compliance Requirements**

<b>Total flight hours as of the effective date of this AD</b>	<b>Compliance time after the effective date of this AD</b>
Less than or equal to 750	Within 250 flight hours
More than 750	Within 100 flight hours

**(h) Corrective Actions for Inboard Flap Seal Plates**

(1) If no crack is found during any inspection required by paragraph (g) of this AD, repeat the inspection thereafter at intervals not to exceed 250 flight hours, except as specified in paragraph (i) of this AD.

(2) If any crack is found during any inspection required by paragraph (g) of this AD, do the actions specified in paragraph (i) of this AD before further flight.

**(i) Replacement of Inboard Flap Seal Plates**

Unless already done as specified in paragraph (h)(2) of this AD: Within 12 months after the effective date of this AD, do the actions specified in paragraphs (i)(1) through (3) of this AD, in accordance with Section 2.C. (Part B) of the Accomplishment Instructions of Bombardier Service Bulletin 700–27–5509 or 700–27–6509, both Revision 01, both dated May 5, 2023; as applicable.

(1) Replace the inboard flap seal plates with redesigned plates.

(2) Do a detailed visual inspection for damage of the flap inboard closing ribs and trailing edges.

(3) Do an eddy current or liquid penetrant inspection for cracks running out of the flap inboard closing rib holes common to the outboard stiffener and angle.

**(j) Repair for Flap Inboard Closing Ribs and Trailing Edges**

If any crack or other damage is found during any inspection required by paragraph

(i)(2) or (3) of this AD, repair before further flight 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 the method is approved by the DAO, the approval must include the DAO-authorized signature.

#### (k) Terminating Action for Repetitive Inspections

Accomplishment of the actions required by paragraph (i) of this AD terminates the requirements of paragraph (h)(1) of this AD.

#### (l) Credit for Previous Actions

This paragraph provides credit for actions required by this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 700-27-5509 or 700-27-6509, both dated October 4, 2022.

#### (m) No Reporting Requirement

Although Bombardier Service Bulletins 700-27-5509 and 700-27-6509, both Revision 01, both dated May 5, 2023; specify to submit certain information to the manufacturer, this AD does not include that requirement.

#### (n) 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, mail it to the address identified in paragraph (o)(1) of this AD. Information may be emailed to: [9-AVS-NYACO-COS@faa.gov](mailto:9-AVS-NYACO-COS@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.

#### (o) Additional Information

(1) For more information about this AD, contact Yaser Osman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; email [9-avs-nyaco-cos@faa.gov](mailto:9-avs-nyaco-cos@faa.gov).

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (p)(3) of this AD.

#### (p) 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 this AD specifies otherwise.

(i) Bombardier Service Bulletin 700-27-5509, Revision 01, dated May 5, 2023.

(ii) Bombardier Service Bulletin 700-27-6509, Revision 01, dated May 5, 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](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 August 1, 2024.

#### Victor Wicklund,

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

[FR Doc. 2024-17455 Filed 8-8-24; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2024-2007; Project Identifier MCAI-2023-01270-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 determination that new or more restrictive maintenance tasks are necessary. This proposed AD would require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive maintenance tasks. 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 September 23, 2024.

**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](http://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](http://regulations.gov) under Docket No. FAA-2024-2007; 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, Inc. 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](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 Street, Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

#### FOR FURTHER INFORMATION CONTACT:

Steven Dzierzynski, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7300; email: [9-avs-nyaco-cos@faa.gov](mailto: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 **ADDRESSES**. Include "Docket No. FAA-2024-2007; Project Identifier MCAI-2023-01270-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