

Rules and Regulations

Federal Register

Vol. 90, No. 76

Tuesday, April 22, 2025

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2024-1703; Project Identifier MCAI-2023-01054-T; Amendment 39-23005; AD 2025-07-04]

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: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus Canada Limited Partnership Model BD-500-1A11 airplanes. This AD was prompted by a design review of aircraft structural and stress reports that resulted in a revision of operational loads for some aircraft flight phases. This AD requires a review and disposition of all existing repairs and damage assessments for affected structure, corrective actions if necessary, and the prohibition of certain repair engineering orders (REOs), as specified in a Transport Canada AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 27, 2025.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of May 27, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2024-1703; 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 Transport Canada material identified in this 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; website at tc.canada.ca/en/aviation.

- For Airbus Canada material identified in this AD, contact Airbus Canada Limited Partnership, 13100 Henri-Fabre Boulevard, Mirabel, Québec J7N 3C6, Canada; telephone 450-476-7676; email a220_crc@abc.airbus; website a220world.airbus.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](https://www.regulations.gov) under Docket No. FAA-2024-1703.

FOR FURTHER INFORMATION CONTACT: Deep Gaurav, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817-228-3731; email: Deep.Gaurav@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 Airbus Canada Limited Partnership (ACLP) Model BD-500-1A11 airplanes. The NPRM published in the **Federal Register** on July 3, 2024 (89 FR 55126). The NPRM was prompted by AD CF-2023-70, dated October 5, 2023 (Transport Canada AD CF-2023-70) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states a design review of aircraft structural and stress reports for Model BD-500-1A10 and Model BD-500-1A11 airplanes has resulted in a revision of operational loads for some aircraft flight phases, affecting certain aircraft sections. As a result, repairs and damage assessments accomplished on aircraft to date may

have exceeded the available structural margins and require review to ensure they comply with the revised stress data for the affected sections. The MCAI also states that Transport Canada AD CF-2023-37, dated May 30, 2023, mandates that ASRP 136.01 or later approved versions, or ACLP source data approved at the time of the disposition, be used for any new structural assessments, repairs, and dispositions for all Model BD-500-1A10 and Model BD-500-1A11 airplanes. The MCAI mandates the review and disposition of all repairs and damage assessments for affected structure and prohibits the use of previously authorized repairs as source data to generate new repairs for affected structure for Model BD-500-1A11 airplanes.

In the NPRM, the FAA proposed to require using a certain version of the ASRP and a review and disposition of repairs based on previous versions, as specified in Transport Canada AD CF-2023-70. However, as stated in Transport Canada AD CF-2023-70, the requirement to use a certain version of the ASRP (*i.e.*, ASRP 136.01 or later) was mandated by Transport Canada AD CF-2023-37. The FAA adopted that requirement in AD 2025-05-07, Amendment 39-22979 (90 FR 11662, March 11, 2025). Therefore, the FAA has revised the preamble of this AD to remove reference to that requirement and clarify the actions required by this AD.

The FAA is issuing this AD to address in-service repairs in some structural areas that require verification and possibly further repair. The unsafe condition, if not addressed, could result in negative margins for the load envelopes.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2024-1703.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from Delta Air Lines, Inc. (Delta). The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Correct Reference to Airbus Canada Source Data

Delta requested the FAA revise the exception in paragraph (h)(2) of the

proposed AD to replace the reference to “Airbus Canada source data” with “ACLP disposition.” As justification, Delta stated Transport Canada AD CF–2023–70 does not use the term Airbus Canada source data, nor is it defined in that AD.

The FAA partially agrees. The FAA agrees the term “Airbus Canada source data” is not used or defined in the MCAI. However, the FAA has removed paragraph (h)(2) of the proposed AD from this AD instead of revising the exception. Upon review, the FAA has determined an exception is not needed for Part I, paragraph B., of the MCAI because any requirement to contact ACLP for disposition is addressed under the provisions of paragraph (i)(2) of this AD.

Request To Revise Service Bulletin Reference

Delta requested the FAA revise paragraph (h)(3) of the proposed AD to require using Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 002, dated March 6, 2024, instead of Issue 001, dated September 13, 2023, for the defining the “Affected Structure.” Delta stated that using the later service bulletin will ensure that improvements incorporated into the work instructions are carried into the final rule.

The FAA partially agrees. The FAA agrees Issue 002 of the service bulletin is acceptable for defining the “Affected Structure,” but Issue 001 may also be used. Therefore, the FAA has revised this AD to allow use of either of these service bulletins. Note that paragraph (h)(3) of the proposed AD has been redesignated as paragraph (h)(2) in this AD.

Request To Allow Use of Certain Generic Repair Engineering Orders (GREOs)

Delta requested the FAA add a new paragraph (h)(5) to the proposed AD to clarify which REOs are acceptable and do not require further review. Delta noted that Airbus Canada Service Bulletin BD500–530012, Issue 002, dated March 6, 2024, specifies that Airbus Canada specific REOs with an issue date later than December 31, 2022, have already been validated and do not require additional approved disposition. Delta requested this statement be amended to also specify that GREOs with an issued date later than September 22, 2022, have already been validated and do not require an additional approved disposition. Delta

stated that Airbus Canada confirmed via correspondence that such GREOs have been validated and do not require an additional review and approved disposition.

The FAA partially agrees. The FAA disagrees that all GREOs issued later than September 22, 2022, are acceptable for compliance with the requirements of this AD but agrees certain GREOs may be acceptable for compliance. GREOs apply to a particular operator’s fleet, so it would be inappropriate to allow use of all GREOs as of a certain date for all airplanes. However, Transport Canada has provided to the FAA a list of GREOs that are limited to those that address the “Affected Structure” defined in the referenced service information, which may be used to generate a repair disposition for all airplanes. Therefore, the FAA has added a new exception to paragraph (h)(3) of this AD providing the list of acceptable GREOs that may be used to comply with the intent of this AD. The FAA may consider allowing use of other GREOs not listed in the exception as an acceptable method of compliance according to the provisions of paragraph (i)(2) of this AD.

Request To Correct an Email Address for the Airplane Manufacturer

Delta requested the FAA add new paragraph (h)(4) to the proposed AD to clarify the method for contacting Airbus Canada. Delta stated Airbus Canada notified operators that the contact email in Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 002, dated March 6, 2024, used for obtaining an approved disposition is being decommissioned and replaced with a new email address. Delta further stated permission would be required to allow use of the new email address to contact Airbus Canada regarding repairs.

The FAA disagrees that an exception is needed to specify how to contact Airbus Canada. Under the provisions of paragraph (i)(2) of this AD, where any requirement of this AD requires obtaining instructions from the manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or Transport Canada; or Airbus Canada Limited Partnership’s Transport Canada Design Approval Organization (DAO). Paragraph (i)(2) of this AD does not require how the manufacturer must be contacted. The FAA has not changed this AD in this regard.

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, and any other changes described previously, 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

Transport Canada AD CF–2023–70 specifies procedures for accomplishing a review and disposition of all existing repairs and damage assessments for affected structure and applicable corrective actions (*i.e.*, determining if an existing repair requires further action based on revised limits and damage assessments and accomplishing applicable actions). Transport Canada AD CF–2023–70 also prohibits the use of certain REOs as source data to generate new repairs for affected structure.

Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 001, dated September 13, 2023; and Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 002, dated March 6, 2024; specify procedures for doing a check of the airplane maintenance records to identify pre-existing repairs and/or damage, and a detailed inspection of the affected structures for previous damage and/or repairs done after the airplane received its Certificate of Airworthiness. These documents are distinct because the procedures in Issue 002 have been updated.

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 71 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 |
|--|------------|------------------|------------------------|
| 2 work-hours × \$85 per hour = \$170 | \$0 | \$170 | \$12,070 |

The FAA has received no definitive data on which to base the cost estimates for the on-condition actions specified in this 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 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

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:

2025–07–04 Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.): Amendment 39–23005; Docket No. FAA–2024–1703; Project Identifier MCAI–2023–01054–T.

(a) Effective Date

This airworthiness directive (AD) is effective May 27, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Canada Limited Partnership (Type Certificate previously held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Model BD–500–1A11 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 51, Standard practices/structures.

(e) Unsafe Condition

This AD was prompted by a design review of aircraft structural and stress reports that resulted in a revision of operational loads for some aircraft flight phases, affecting certain aircraft sections. The FAA is issuing this AD to address in-service repairs in some structural areas that require verification and possibly further repair. The unsafe condition, if not addressed, could result in negative margins for the load envelopes.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada AD CF–2023–70, dated October 5, 2023 (Transport Canada AD CF–2023–70).

(h) Exception to Transport Canada AD CF–2023–70

(1) Where Transport Canada AD CF–2023–70 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where the definition of "Affected Structure" in Transport Canada AD CF–2023–70 specifies "as identified in Service Bulletin (SB) BD500–530012, Issue 001, dated 13 September 2023 or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada," this AD requires replacing that text with "as identified in Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 001, dated September 13, 2023; or Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 002, dated March 6, 2024."

(3) Where paragraph 1.2.1 of Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 001, dated September 13, 2023, specifies "Airbus Canada specific Repair Engineering Order (REO) with an issue date later than December 31, 2022 have already been validated and therefore do not require an additional approved disposition;" and where paragraph 1.2.1 of Airbus Canada Limited Partnership Service Bulletin BD500–530012, Issue 002, dated March 6, 2024, specifies "Airbus Canada specific Repair Engineering Orders (REO) with an issue date later than December 31, 2022 have already been validated and therefore do not require an additional approved disposition;" this AD requires replacing that text with "Airbus Canada specific Repair Engineering Orders (REOs) with an issue date later than December 31, 2022, and Generic Repair Engineering Orders (GREOs) identified in table 1 to paragraph (h)(3) of AD 2025–07–04, have already been validated and therefore do not require an additional approved disposition."

Table 1 to Paragraph (h)(3)—Acceptable GREOs

BILLING CODE 4910–13–P

| GREO Number | Title | Revision | Date |
|--------------------|---------------------------------------|-----------------|--------------------|
| 500-53-00-056 | GREO, BUTT JNT, EXT | | September 14, 2016 |
| 500-53-00-056 | GREO, BUTT JNT, EXT | A | February 16, 2021 |
| 500-53-00-060 | GREO, STR SPLICE, Z PROFILE | | October 17, 2016 |
| 500-53-00-060 | GREO, STR SPLICE, Z PROFILE | A | June 26, 2019 |
| 500-53-00-060 | GREO, STR SPLICE, Z PROFILE | B | September 17, 2019 |
| 500-53-00-060 | GREO, STR SPLICE, Z PROFILE | C | February 9, 2021 |
| 500-53-00-064 | GREO, FUSE SKIN, EXT | | September 11, 2016 |
| 500-53-00-064 | GREO, FUSE SKIN, EXT | A | May 29, 2018 |
| 500-53-00-064 | GREO, FUSE SKIN, EXT | B | February 8, 2021 |
| 500-53-00-074 | GREO, LAP JNT, EXT | | September 11, 2016 |
| 500-53-00-074 | GREO, LAP JNT, EXT | A | February 10, 2021 |
| 500-53-00-076 | GREO, LAP JNT, EXT, OVERLAP | | September 15, 2016 |
| 500-53-00-076 | GREO, LAP JNT, EXT, OVERLAP | A | March 16, 2021 |
| 500-53-00-078 | GREO, LAP JNT, EXT, OVERLAP, 2-BAY | | September 13, 2016 |
| 500-53-00-078 | GREO, LAP JNT, EXT, OVERLAP, 2-BAY | A | May 29, 2018 |
| 500-53-00-078 | GREO, LAP JNT, EXT, OVERLAP, 2-BAY | B | March 9, 2021 |
| 500-53-00-090 | GREO, FUSE FR, SPLICE, V2 | | November 30, 2016 |
| 500-53-00-090 | GREO, FUSE FR, SPLICE, V2 | A | August 5, 2018 |
| 500-53-00-090 | GREO, FUSE FR, SPLICE, V2 | B | March 14, 2021 |
| 500-53-00-091 | GREO, FUSE I-FR, SPLICE | | December 12, 2016 |
| 500-53-00-091 | GREO, FUSE I-FR, SPLICE | A | March 15, 2021 |
| 500-53-00-093 | GREO, FUSE FR FALSE FLNG, V1 | | December 15, 2016 |
| 500-53-00-093 | GREO, FUSE FR FALSE FLNG, V1 | A | December 21, 2016 |

| GREO Number | Title | Revision | Date |
|--------------------|---|-----------------|-------------------|
| 500-53-00-093 | GREO, FUSE FR FALSE FLNG, V1 | B | March 16, 2021 |
| 500-53-00-095 | GREO, FUSE FR FALSE FLNG, V3 | | December 22, 2016 |
| 500-53-00-096 | GREO, FUSE FR FALSE FLNG, V4 | | December 12, 2016 |
| 500-53-00-096 | GREO, FUSE FR FALSE FLNG, V4 | A | March 15, 2021 |
| 500-53-00-101 | GREO, FUSE FR, SPLICE, HIGH STRESS | | November 30, 2016 |
| 500-53-00-101 | GREO, FUSE FR, SPLICE, HIGH STRESS | A | February 24, 2021 |
| 500-53-00-108 | TEMPORARY, DISPOSITION FOR SCRATCHES ON FUSELAGE SKIN BENEATH CENTER SCUFF PLATE | | August 29, 2017 |
| 500-53-00-115 | TEMPORARY DISPOSITION FOR LIGHTNING STRIKE DAMAGES TO METALLIC FUSELAGE | | April 9, 2019 |
| 500-53-00-115 | TEMPORARY DISPOSITION FOR LIGHTNING STRIKE DAMAGES TO METALLIC FUSELAGE | A | June 19, 2019 |
| 500-53-00-115 | TEMPORARY DISPOSITION FOR LIGHTNING STRIKE DAMAGE TO METALLIC FUSELAGE | B | January 3, 2021 |
| 500-53-11-001 | GREO, CKPT FRAME REPAIR 1 | | November 9, 2017 |
| 500-53-11-001 | GREO, CKPT FRAME REPAIR 1 | A | November 22, 2017 |
| 500-53-11-001 | GREO, CKPT FRAME REPAIR 1 | B | December 15, 2020 |
| 500-53-11-002 | GREO, CKPT FRAME REPAIR 2 | | November 9, 2017 |
| 500-53-11-002 | GREO, CKPT FRAME REPAIR 2 | A | November 22, 2017 |

| GREO Number | Title | Revision | Date |
|--------------------|-----------------------------------|-----------------|-------------------|
| 500-53-11-002 | GREO, CKPT FRAME REPAIR 2 | B | December 15, 2020 |
| 500-53-11-003 | GREO, CKPT FRAME REPAIR 3 | | November 9, 2017 |
| 500-53-11-003 | GREO, CKPT FRAME REPAIR 3 | A | March 9, 2020 |
| 500-53-11-003 | GREO, CKPT FRAME REPAIR 3 | B | December 15, 2020 |
| 500-53-11-004 | GREO, CKPT FRAME SPLICE | | November 9, 2017 |
| 500-53-11-004 | GREO, CKPT FRAME SPLICE | A | December 7, 2017 |
| 500-53-11-004 | GREO, CKPT FRAME SPLICE | B | January 24, 2018 |
| 500-53-11-004 | GREO, CKPT FRAME SPLICE | C | May 8, 2018 |
| 500-53-11-004 | GREO, CKPT FRAME SPLICE | D | December 15, 2020 |
| 500-53-11-005 | GREO, CKPT FRAME SPLICE 2 | | November 9, 2017 |
| 500-53-11-005 | GREO, CKPT FRAME SPLICE 2 | A | December 7, 2017 |
| 500-53-11-005 | GREO, CKPT FRAME SPLICE 2 | B | December 15, 2020 |
| 500-53-11-006 | GREO, CKPT SKIN, INT, REPAIR 1 | | November 15, 2017 |
| 500-53-11-006 | GREO, CKPT SKIN, INT, REPAIR 1 | A | December 6, 2017 |
| 500-53-11-006 | GREO, CKPT SKIN, INT, REPAIR 1 | B | December 15, 2020 |
| 500-53-11-007 | GREO, CKPT SKIN, INT, REPAIR 2 | | November 9, 2017 |
| 500-53-11-007 | GREO, CKPT SKIN, INT, REPAIR 2 | A | December 7, 2017 |
| 500-53-11-007 | GREO, CKPT SKIN, INT, REPAIR 2 | B | December 9, 2020 |
| 500-53-11-008 | GREO, CKPT SKIN, INT, REPAIR 3 | | October 3, 2017 |
| 500-53-11-008 | GREO, CKPT SKIN, INT, REPAIR 3 | A | December 6, 2017 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|--------------------|
| 500-53-11-008 | GREO, CKPT SKIN, INT, REPAIR 3 | B | November 9, 2020 |
| 500-53-11-009 | GREO, CKPT SKIN, INT, REPAIR 4 | | October 2, 2017 |
| 500-53-11-009 | GREO, CKPT SKIN, INT, REPAIR 4 | A | December 7, 2017 |
| 500-53-11-009 | GREO, CKPT SKIN, INT, REPAIR 4 | B | November 10, 2020 |
| 500-53-11-010 | GREO, CKPT SKIN, INT, REPAIR 5 | | October 3, 2017 |
| 500-53-11-010 | GREO, CKPT SKIN, INT, REPAIR 5 | A | December 6, 2017 |
| 500-53-11-010 | GREO, CKPT SKIN, INT, REPAIR 5 | B | November 11, 2020 |
| 500-53-21-001 | GREO, FPD SRND, SKIN, EXT, EDGE | | September 22, 2019 |
| 500-53-21-001 | GREO, FPD SRND, SKIN, EXT, EDGE | A | November 10, 2020 |
| 500-53-21-003 | GREO, FPD SRND, SKIN, EXT, LAPJOINT 1 | | September 22, 2019 |
| 500-53-21-003 | GREO, FPD SRND, SKIN, EXT, LAPJOINT 1 | A | November 10, 2020 |
| 500-53-21-004 | GREO, FPD SRND, SKIN, EXT, LAPJOINT 2 | | September 22, 2019 |
| 500-53-21-004 | GREO, FPD SRND, SKIN, EXT, LAPJOINT 2 | A | November 10, 2020 |
| 500-53-21-005 | GREO, FPD SRND, SKIN, EXT, LAPJOINT 3 | | September 25, 2019 |
| 500-53-21-005 | GREO, FPD SRND, SKIN, EXT, LAPJOINT 3 | A | November 10, 2020 |
| 500-53-21-008 | GREO, FSD SRND, SKIN, EXT, SIDE | | March 10, 2020 |
| 500-53-21-008 | GREO, FSD SRND, SKIN, EXT, SIDE | A | November 10, 2020 |
| 500-53-21-011 | GREO, FSD SRND, SKIN, EXT, LAPJOINT 1 | | January 29, 2020 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|-------------------|
| 500-53-21-011 | GREO, FSD SRND, SKIN, EXT, LAPJOINT 1 | A | November 10, 2020 |
| 500-53-21-012 | GREO, FSD SRND, SKIN, EXT, LAPJOINT 2 | | January 29, 2020 |
| 500-53-21-012 | GREO, FSD SRND, SKIN, EXT, LAPJOINT 2 | A | December 9, 2020 |
| 500-53-21-013 | GREO, FSD SRND, SKIN, EXT, LAPJOINT 3 | | January 29, 2020 |
| 500-53-21-013 | GREO, FSD SRND, SKIN, EXT, LAPJOINT 3 | A | April 29, 2020 |
| 500-53-21-015 | GREO, FCD SRND, SKIN, EXT, SIDE | | June 20, 2019 |
| 500-53-21-015 | GREO, FCD SRND, SKIN, EXT, SIDE | A | November 2, 2020 |
| 500-53-21-016 | GREO, FCD SRND, SKIN, EXT, CORNER 1 | | July 3, 2019 |
| 500-53-21-016 | GREO, FCD SRND, SKIN, EXT, CORNER 1 | A | November 2, 2020 |
| 500-53-21-017 | GREO, FCD SRND, SKIN, EXT, CORNER 2 | | July 3, 2019 |
| 500-53-21-017 | GREO, FCD SRND, SKIN, EXT, CORNER 2 | A | November 2, 2020 |
| 500-53-21-020 | GREO, FCD SRND, SKIN, EXT, LAPJOINT 1 | | June 20, 2019 |
| 500-53-21-020 | GREO, FCD SRND, SKIN, EXT, LAPJOINT 1 | A | November 2, 2020 |
| 500-53-21-021 | GREO, FCD SRND, SKIN, EXT, LAPJOINT 2 | | June 20, 2019 |
| 500-53-21-021 | GREO, FCD SRND, SKIN, EXT, LAPJOINT 2 | A | November 2, 2020 |
| 500-53-21-022 | GREO, FCD SRND, SKIN, EXT, LAPJOINT 3 | | June 20, 2019 |
| 500-53-21-022 | GREO, FCD SRND, SKIN, EXT, LAPJOINT 3 | A | November 2, 2020 |
| 500-53-21-023 | GREO, FCD SRND, SKIN, EXT, UPR/LWR | | June 20, 2019 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|------------------|
| 500-53-21-023 | GREO, FCD SRND, SKIN, EXT, UPR/LWR | A | November 2, 2020 |
| 500-53-21-071 | GREO, FPD SRND, SKIN, EXT, UPR/LWR | | July 7, 2021 |
| 500-53-21-073 | GREO, FSD SRND, SKIN, EXT, UPR/LWR | | October 5, 2021 |
| 500-53-21-099 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE TO FORWARD FUSELAGE CARGO DOOR SILL | | August 24, 2020 |
| 500-53-21-099 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE TO FORWARD FUSELAGE CARGO DOOR SILL | A | November 2, 2020 |
| 500-53-21-099 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE TO FORWARD FUSELAGE CARGO DOOR SILL | B | March 2, 2021 |
| 500-53-21-100 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON FWD FUSE BOTTOM SKIN UNDERNEATH FWD CARGO DOOR SCUFF PLATES | | August 24, 2020 |
| 500-53-21-100 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON FWD FUSE BOTTOM SKIN UNDERNEATH FWD CARGO DOOR SCUFF PLATES | A | November 2, 2020 |
| 500-53-21-100 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON FWD FUSE BOTTOM SKIN UNDERNEATH FWD CARGO DOOR SCUFF PLATES | B | October 6, 2021 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|-------------------|
| 500-53-21-101 | GREO, DISPOSITION FOR CORROSION DAMAGE ON FWD CARGO DOOR, LOWER FORWARD AND AFT CORNER STRIKERS | | August 24, 2020 |
| 500-53-21-101 | GREO, DISPOSITION FOR CORROSION DAMAGE ON FWD CARGO DOOR, LOWER FORWARD AND AFT CORNER STRIKERS | A | February 28, 2021 |
| 500-53-21-107 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON FWD FUSE BOTTOM SKIN AT FWD DRAIN MAST CUTOUT BETWEEN FR 24-26 AND STR 36L-36R | | October 19, 2020 |
| 500-53-61-001 | GREO, APD SRND, SKIN, EXT, SIDE | | August 6, 2020 |
| 500-53-61-001 | GREO, APD SRND, SKIN, EXT, SIDE | A | November 9, 2020 |
| 500-53-61-004 | GREO, APD SRND, SKIN, EXT, LAPJOINT 1 | | October 31, 2019 |
| 500-53-61-004 | GREO, APD SRND, SKIN, EXT, LAPJOINT 1 | A | May 7, 2020 |
| 500-53-61-004 | GREO, APD SRND, SKIN, EXT, LAPJOINT 1 | B | November 9, 2020 |
| 500-53-61-005 | GREO, APD SRND, SKIN, EXT, LAPJOINT 2 | | October 31, 2019 |
| 500-53-61-005 | GREO, APD SRND, SKIN, EXT, LAPJOINT 2 | A | November 9, 2020 |
| 500-53-61-006 | GREO, APD SRND, SKIN, EXT, LAPJOINT 3 | | October 31, 2019 |
| 500-53-61-006 | GREO, APD SRND, SKIN, EXT, LAPJOINT 3 | A | April 29, 2020 |
| 500-53-61-006 | GREO, APD SRND, SKIN, EXT, LAPJOINT 3 | B | November 9, 2020 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|-------------------|
| 500-53-61-008 | GREO, APD SRND, SKIN, EXT, SIDE | | March 10, 2020 |
| 500-53-61-008 | GREO, APD SRND, SKIN, EXT, SIDE | A | November 9, 2020 |
| 500-53-61-011 | GREO, ASD SRND, SKIN, EXT, LAPJOINT 1 | | July 23, 2020 |
| 500-53-61-011 | GREO, ASD SRND, SKIN, EXT, LAPJOINT 1 | A | August 16, 2020 |
| 500-53-61-011 | GREO, ASD SRND, SKIN, EXT, LAPJOINT 1 | B | November 9, 2020 |
| 500-53-61-012 | GREO, ASD SRND, SKIN, EXT, LAPJOINT 2 | | July 23, 2020 |
| 500-53-61-012 | GREO, ASD SRND, SKIN, EXT, LAPJOINT 2 | A | August 16, 2020 |
| 500-53-61-012 | GREO, ASD SRND, SKIN, EXT, LAPJOINT 2 | B | November 9, 2020 |
| 500-53-61-013 | GREO, ASD SRND, SKIN, EXT, LAPJOINT 3 | | August 6, 2020 |
| 500-53-61-013 | GREO, ASD SRND, SKIN, EXT, LAPJOINT 3 | A | November 9, 2020 |
| 500-53-61-015 | GREO, ACD SRND, SKIN, EXT, SIDE | | April 3, 2019 |
| 500-53-61-015 | GREO, ACD SRND, SKIN, EXT, SIDE | A | May 20, 2019 |
| 500-53-61-015 | GREO, ACD SRND, SKIN, EXT, SIDE | B | November 9, 2020 |
| 500-53-61-016 | GREO, ACD SRND, SKIN, EXT, UPR/LWR | | April 2, 2019 |
| 500-53-61-016 | GREO, ACD SRND, SKIN, EXT, UPR/LWR | A | May 20, 2019 |
| 500-53-61-016 | GREO, ACD SRND, SKIN, EXT, UPR/LWR | B | February 28, 2021 |
| 500-53-61-017 | GREO, ACD SRND, SKIN, EXT, CORNER 1 | | March 31, 2019 |
| 500-53-61-017 | GREO, ACD SRND, SKIN, EXT, CORNER 1 | A | May 20, 2019 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|-------------------|
| 500-53-61-017 | GREO, ACD SRND, SKIN, EXT, CORNER 1 | B | February 23, 2021 |
| 500-53-61-018 | GREO, ACD SRND, SKIN, EXT, CORNER 2 | | March 31, 2019 |
| 500-53-61-018 | GREO, ACD SRND, SKIN, EXT, CORNER 2 | A | May 20, 2019 |
| 500-53-61-018 | GREO, ACD SRND, SKIN, EXT, CORNER 2 | B | November 2, 2020 |
| 500-53-61-021 | GREO, ACD SRND, SKIN, EXT, LAPJOINT 1 | | April 2, 2019 |
| 500-53-61-021 | GREO, ACD SRND, SKIN, EXT, LAPJOINT 1 | A | May 20, 2019 |
| 500-53-61-021 | GREO, ACD SRND, SKIN, EXT, LAPJOINT 1 | B | November 2, 2020 |
| 500-53-61-022 | GREO, ACD SRND, SKIN, EXT, LAPJOINT 2 | | April 2, 2019 |
| 500-53-61-022 | GREO, ACD SRND, SKIN, EXT, LAPJOINT 2 | A | May 20, 2019 |
| 500-53-61-022 | GREO, ACD SRND, SKIN, EXT, LAPJOINT 2 | B | November 2, 2020 |
| 500-53-61-023 | GREO, ACD SRND, SKIN, EXT, LAPJOINT 3 | | April 2, 2019 |
| 500-53-61-023 | GREO, ACD SRND, SKIN, EXT, LAPJOINT 3 | A | May 20, 2019 |
| 500-53-61-023 | GREO, ACD SRND, SKIN, EXT, LAPJOINT 3 | B | November 2, 2020 |
| 500-53-61-039 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON WASTE DOUBLER | | June 25, 2019 |
| 500-53-61-039 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON WASTE DOUBLER | A | October 29, 2020 |

| GREO Number | Title | Revision | Date |
|--------------------|---|-----------------|-------------------|
| 500-53-61-039 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON WASTE DOUBLER | B | November 2, 2020 |
| 500-53-61-039 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON WASTE DOUBLER | C | December 17, 2020 |
| 500-53-61-101 | GREO, APD SRND, SKIN, EXT, UPR/LWR | | December 21, 2020 |
| 500-53-61-102 | GREO, APD SRND, SKIN, EXT, UPR/LWR | | March 4, 2021 |
| 500-53-61-121 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE TO AFT FUSELAGE CARGO DOOR SILL | | August 24, 2020 |
| 500-53-61-121 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE TO AFT FUSELAGE CARGO DOOR SILL | A | November 2, 2020 |
| 500-53-61-121 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE TO AFT FUSELAGE CARGO DOOR SILL | B | October 6, 2021 |
| 500-53-61-122 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON REAR FUSE BOTTOM SKIN UNDERNEATH AFT CARGO DOOR SCUFF PLATES | | August 24, 2020 |
| 500-53-61-122 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON REAR FUSE BOTTOM SKIN UNDERNEATH AFT CARGO DOOR SCUFF PLATES | A | November 2, 2020 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|-------------------|
| 500-53-61-122 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON REAR FUSE BOTTOM SKIN UNDERNEATH AFT CARGO DOOR SCUFF PLATES | B | October 6, 2021 |
| 500-53-61-123 | GREO, DISPOSITION FOR CORROSION DAMAGE ON AFT CARGO DOOR, LOWER FORWARD AND AFT CORNER STRIKERS | | August 24, 2020 |
| 500-53-61-123 | GREO, DISPOSITION FOR CORROSION DAMAGE ON AFT CARGO DOOR, LOWER FORWARD AND AFT CORNER STRIKERS | A | November 2, 2020 |
| 500-53-61-132 | GREO, TEMPORARY DISPOSITION FOR CORROSION DAMAGE ON REAR FUSE BOTTOM SKIN AT AFT DRAIN MAST CUTOUT BETWEEN FR67-68 AND STR 36L-36R | | October 19, 2020 |
| 500-53-84-001 | GREO, TAILCONE SKIN, PARTIAL BAY | | June 22, 2016 |
| 500-53-84-001 | GREO, TAILCONE SKIN, PARTIAL BAY | A | July 21, 2016 |
| 500-53-84-001 | GREO, TAILCONE SKIN, PARTIAL BAY | B | November 15, 2017 |
| 500-53-84-001 | GREO, TAILCONE SKIN, PARTIAL BAY | C | December 6, 2020 |
| 500-53-84-002 | GREO, TAILCONE SKIN, FULL BAY | | June 22, 2016 |
| 500-53-84-002 | GREO, TAILCONE SKIN, FULL BAY | A | July 21, 2016 |
| 500-53-84-002 | GREO, TAILCONE SKIN, FULL BAY | B | November 15, 2017 |
| 500-53-84-002 | GREO, TAILCONE SKIN, FULL BAY | C | October 22, 2020 |

| GREO Number | Title | Revision | Date |
|--------------------|---|-----------------|-------------------|
| 500-53-84-004 | GREO, TAILCONE STRINGER BLADE | | June 22, 2016 |
| 500-53-84-004 | GREO, TAILCONE STRINGER BLADE | A | July 24, 2016 |
| 500-53-84-004 | GREO, TAILCONE STRINGER BLADE | B | November 15, 2017 |
| 500-53-84-004 | GREO, TAILCONE STRINGER BLADE | C | November 5, 2020 |
| 500-53-84-005 | GREO, TAILCONE FIREWALL, OVER BEAD | | June 22, 2016 |
| 500-53-84-005 | GREO, TAILCONE FIREWALL, OVER BEAD | A | August 18, 2016 |
| 500-53-84-005 | GREO, TAILCONE FIREWALL, OVER BEAD | B | November 5, 2020 |
| 500-53-84-007 | GREO, TAILCONE FIREWALL, EXISTING FASTENERS | | June 22, 2016 |
| 500-53-84-007 | GREO, TAILCONE FIREWALL, EXISTING FASTENERS | A | August 25, 2016 |
| 500-53-84-007 | GREO, TAILCONE FIREWALL, EXISTING FASTENERS | B | November 5, 2020 |
| 500-55-11-001 | GREO, HSTAB SKIN, EXT, BTWN SPARS 1 | | June 13, 2017 |
| 500-55-11-001 | GREO, HSTAB SKIN, EXT, BTWN SPARS 1 | A | November 15, 2017 |
| 500-55-11-001 | GREO, HSTAB SKIN, EXT, BTWN SPARS 1 | B | October 25, 2020 |
| 500-55-11-002 | GREO, HSTAB SKIN, EXT, BTWN SPARS 2 | | June 13, 2017 |
| 500-55-11-002 | GREO, HSTAB SKIN, EXT, BTWN SPARS 2 | A | November 15, 2017 |
| 500-55-11-002 | GREO, HSTAB SKIN, EXT, BTWN SPARS 2 | B | November 8, 2020 |
| 500-55-11-003 | GREO, HSTAB, SKIN, INT, AT FWD SPAR | | April 30, 2017 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|-------------------|
| 500-55-11-003 | GREO, HSTAB, SKIN, INT, AT FWD SPAR | A | November 15, 2017 |
| 500-55-11-003 | GREO, HSTAB, SKIN, INT, AT FWD SPAR | B | November 11, 2020 |
| 500-55-11-004 | GREO, HSTAB SKIN, INT, AT MID SPAR | | June 11, 2017 |
| 500-55-11-004 | GREO, HSTAB SKIN, INT, AT MID SPAR | A | November 14, 2017 |
| 500-55-11-004 | GREO, HSTAB SKIN, INT, AT MID SPAR | B | November 8, 2020 |
| 500-55-11-005 | GREO, HSTAB SKIN, EXT, OVER SPAR | | June 13, 2017 |
| 500-55-11-005 | GREO, HSTAB SKIN, EXT, OVER SPAR | A | November 15, 2017 |
| 500-55-11-005 | GREO, HSTAB SKIN, EXT, OVER SPAR | B | August 26, 2018 |
| 500-55-11-005 | GREO, HSTAB SKIN, EXT, OVER SPAR | C | October 27, 2020 |
| 500-55-12-002 | GREO, HSTAB, LE, INT, VAR 1 | | June 29, 2016 |
| 500-55-12-002 | GREO, HSTAB, LE, INT, VAR 1 | A | February 16, 2017 |
| 500-55-12-002 | GREO, HSTAB, LE, INT, VAR 1 | B | July 6, 2017 |
| 500-55-12-002 | GREO, HSTAB, LE, INT, VAR 1 | C | October 27, 2020 |
| 500-55-12-004 | GREO, HSTAB, LE, INT, OTBD SPLICE | | June 29, 2016 |
| 500-55-12-004 | GREO, HSTAB, LE, INT, OTBD SPLICE | A | February 16, 2017 |
| 500-55-12-004 | GREO, HSTAB, LE, INT, OTBD SPLICE | B | July 9, 2017 |
| 500-55-12-004 | GREO, HSTAB, LE, INT, OTBD SPLICE` | C | January 6, 2021 |
| 500-55-12-006 | GREO, HSTAB, LE, INT | | June 29, 2016 |
| 500-55-12-006 | GREO, HSTAB, LE, INT | A | February 16, 2017 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|--------------------|
| 500-55-12-006 | GREO, HSTAB, LE, INT | B | July 6, 2017 |
| 500-55-12-006 | GREO, HSTAB, INBD, LE, INT | C | January 6, 2021 |
| 500-55-12-008 | GREO, HSTAB, LE, INT, INBD SPLICE | | June 29, 2016 |
| 500-55-12-008 | GREO, HSTAB, LE, INT, INBD SPLICE | A | February 16, 2017 |
| 500-55-12-008 | GREO, HSTAB, LE, INT, INBD SPLICE | B | July 6, 2017 |
| 500-55-12-008 | GREO, HSTAB, LE, INT, INBD SPLICE | C | January 6, 2021 |
| 500-55-21-045 | GREO, DISPOSITION FOR LIGHTNING STRIKE DAMAGE TO LHS AND RHS HORIZONTAL STABILIZER, ELEVATOR TIP CASTING | | September 19, 2021 |
| 500-55-31-003 | GREO, VSTAB SKIN, INT, AT RIB | | April 30, 2017 |
| 500-55-31-003 | GREO, VSTAB SKIN, INT, AT RIB | A | November 15, 2017 |
| 500-55-31-003 | GREO, VSTAB TORQUE BOX, FLUSH | B | January 6, 2021 |
| 500-55-31-004 | GREO, VSTAB SKIN, EXT, BTWN STGR | | June 13, 2017 |
| 500-55-31-004 | GREO, VSTAB SKIN, EXT, BTWN STGR | A | November 15, 2017 |
| 500-55-31-004 | GREO, VSTAB SKIN, EXT, BTWN STGR | B | January 6, 2021 |
| 500-55-31-005 | GREO, VSTAB SKIN, EXT, FWD SPAR | | June 14, 2017 |
| 500-55-31-005 | GREO, VSTAB SKIN, EXT, FWD SPAR | A | November 15, 2017 |
| 500-55-31-005 | GREO, VSTAB SKIN, EXT, FWD SPAR | B | January 6, 2021 |
| 500-55-31-006 | GREO, VSTAB SKIN, EXT, REAR SPAR | | June 14, 2017 |

| GREO Number | Title | Revision | Date |
|--------------------|-----------------------------------|-----------------|-------------------|
| 500-55-31-006 | GREO, VSTAB SKIN, EXT, REAR SPAR | A | November 15, 2017 |
| 500-55-31-006 | GREO, VSTAB SKIN, EXT, REAR SPAR | B | January 6, 2021 |
| 500-55-31-007 | GREO, VSTAB SKIN, INT, AT SPAR | | April 30, 2017 |
| 500-55-31-007 | GREO, VSTAB SKIN, INT, AT SPAR | A | November 15, 2017 |
| 500-55-31-007 | GREO, VSTAB SKIN, INT, AT SPAR | B | January 6, 2021 |
| 500-55-32-001 | GREO, VSTAB, LE, INT, REPAIR | | June 29, 2016 |
| 500-55-32-001 | GREO, VSTAB, LE, INT, REPAIR | A | February 16, 2017 |
| 500-55-32-001 | GREO, VSTAB, LE, INT, REPAIR | B | January 20, 2021 |
| 500-55-32-002 | GREO, VSTAB, LE, SPLICE, INT, LWR | | June 29, 2016 |
| 500-55-32-002 | GREO, VSTAB, LE, SPLICE, INT, LWR | A | February 16, 2017 |
| 500-55-32-002 | GREO, VSTAB, LE, SPLICE, INT, LWR | B | January 6, 2021 |
| 500-55-32-003 | GREO, VSTAB, LE, SPLICE, INT, UPR | | June 29, 2016 |
| 500-55-32-003 | GREO, VSTAB, LE, SPLICE, INT, UPR | A | February 16, 2017 |
| 500-55-32-003 | GREO, VSTAB, LE, SPLICE, INT, UPR | B | January 7, 2021 |
| 500-57-31-004 | GREO, WINGLET UPPER L/E SPLICE | | June 22, 2016 |
| 500-57-31-004 | GREO, WINGLET UPPER L/E SPLICE | A | December 12, 2017 |
| 500-57-31-004 | GREO, WINGLET UPPER L/E SPLICE | B | January 7, 2021 |
| 500-57-31-005 | WINGLET SKIN REPAIR, NON FLUSH | | September 6, 2017 |

| GREO Number | Title | Revision | Date |
|--------------------|---|-----------------|-------------------|
| 500-57-31-005 | GREO, WINGLET SKIN, NON FLUSH | A | February 12, 2018 |
| 500-57-31-005 | GREO, WINGLET SKIN, NON FLUSH | B | January 10, 2021 |
| 500-57-31-006 | GREO, WINGLET SKIN, EXT, CORNER TIP | | June 22, 2016 |
| 500-57-31-006 | GREO, WINGLET SKIN, EXT, CORNER TIP | A | February 12, 2018 |
| 500-57-31-006 | GREO, WINGLET SKIN, EXT, CORNER TIP | B | January 10, 2021 |
| 500-57-31-007 | GREO, WINGLET SKIN, EXT, TIP SPLICE | | June 22, 2016 |
| 500-57-31-007 | GREO, WINGLET SKIN, EXT, TIP SPLICE | A | February 12, 2018 |
| 500-57-31-007 | GREO, WINGLET SKIN, EXT, TIP SPLICE | B | January 10, 2021 |
| 500-57-31-008 | GREO, WINGLET SKIN, INT, TIP SPLICE | | June 22, 2016 |
| 500-57-31-008 | GREO, WINGLET SKIN, INT, TIP SPLICE | A | January 28, 2018 |
| 500-57-31-008 | GREO, WINGLET SKIN, INT, TIP SPLICE | B | January 10, 2021 |
| 500-57-41-001 | GREO, FIXED L/E SPLICE, INT | | June 22, 2016 |
| 500-57-41-001 | GREO, FIXED L/E SPLICE, INT | A | November 15, 2020 |
| 500-57-41-001 | GREO, FIXED L/E SPLICE, INT | B | December 2, 2020 |
| 500-57-41-028 | GREO, FLE SKIN, INT, SECTION 3, TRACK 8 | | November 25, 2020 |
| 500-57-41-028 | GREO, FLE SKIN, INT, SECTION 3, TRACK 8 | A | February 4, 2021 |
| 500-57-41-029 | GREO, FLE SKIN, INT SECTION 2, TRACK 6 | | December 15, 2020 |
| 500-57-41-029 | GREO, FLE SKIN, INT SECTION 2, TRACK 6 | A | February 4, 2021 |

| GREO Number | Title | Revision | Date |
|--------------------|--|-----------------|-------------------|
| 500-57-52-001 | GREO, UPR, LWR, TE SKIN, MID BAY | | June 19, 2017 |
| 500-57-52-001 | GREO, UPR, LWR, TE SKIN, MID BAY | A | December 14, 2017 |
| 500-57-52-001 | GREO, UPR, LWR, TE SKIN, MID BAY | B | January 27, 2021 |
| 500-57-52-006 | GREO, FLAP SKIN, TE, EXT | | June 19, 2017 |
| 500-57-52-006 | GREO, FLAP SKIN, TE, EXT | A | December 14, 2017 |
| 500-57-52-006 | GREO, FLAP SKIN, TE, EXT | B | February 6, 2021 |
| 500-57-52-009 | INBD FLAP LOWER SKIN GENERIC REPAIR – NON-FLUSH | | November 20, 2017 |
| 500-57-52-009 | GREO, FLAP SKIN, EXT, MID BAY | A | February 12, 2018 |
| 500-57-52-009 | GREO, FLAP SKIN, EXT, MID BAY | B | May 7, 2018 |
| 500-57-52-009 | GREO, FLAP SKIN, EXT, MID BAY | C | February 1, 2021 |
| 500-57-52-010 | INBD FLAP LOWER SKIN GENERIC REPAIR – NON-FLUSH | | November 7, 2017 |
| 500-57-52-010 | GREO, FLAP SKIN, EXT, 2 STRG BAYS | A | February 12, 2018 |
| 500-57-52-010 | GREO, FLAP SKIN, EXT, 2 STRG BAYS | B | February 4, 2021 |
| 500-57-52-024 | GREO, DISPOSITION FOR DAMAGE TO INBD FLAP LOWER SKIN | | July 25, 2019 |
| 500-57-52-024 | GREO, DISPOSITION FOR DAMAGE TO INBD FLAP LOWER SKIN | A | July 30, 2019 |
| 500-57-53-002 | GREO, FLAP SKIN, TE, EXT | | June 19, 2017 |
| 500-57-53-002 | GREO, FLAP SKIN, TE, EXT | A | March 9, 2020 |
| 500-57-53-002 | GREO, FLAP SKIN, TE, EXT | B | February 6, 2021 |
| 500-57-53-003 | GREO, FLAP SKIN, EXT, SMALL | | November 1, 2017 |

| GREGO Number | Title | Revision | Date |
|---------------|------------------------------------|----------|-------------------|
| 500-57-53-003 | GREGO, FLAP SKIN, EXT, SMALL | A | February 12, 2018 |
| 500-57-53-003 | GREGO, FLAP SKIN, EXT, SMALL | B | February 6, 2021 |
| 500-57-53-004 | GREGO, FLAP SKIN, EXT, 2 STRG BAYS | | November 20, 2017 |
| 500-57-53-004 | GREGO, FLAP SKIN, EXT, 2 STRG BAYS | A | February 12, 2018 |
| 500-57-53-004 | GREGO, FLAP SKIN, EXT, 2 STRG BAYS | B | April 24, 2018 |
| 500-57-53-004 | GREGO, FLAP SKIN, EXT, 2 STRG BAYS | C | February 6, 2021 |
| 500-57-53-005 | GREGO, FLAP SKIN, EXT, FULL BAY | | November 1, 2017 |
| 500-57-53-005 | GREGO, FLAP SKIN, EXT, FULL BAY | A | February 12, 2018 |
| 500-57-53-005 | GREGO, FLAP SKIN, EXT, FULL BAY | B | April 5, 2018 |
| 500-57-53-005 | GREGO, FLAP SKIN, EXT, FULL BAY | C | February 6, 2021 |
| 500-57-53-008 | GREGO, FLAP SKIN, INT, OUTER AREA | | June 19, 2017 |
| 500-57-53-008 | GREGO, FLAP SKIN, INT, OUTER AREA | A | March 9, 2020 |
| 500-57-53-008 | GREGO, FLAP SKIN, INT, OUTER AREA | B | February 6, 2021 |

(i) 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 of AIR-520, Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j) 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 Transport Canada; or Airbus Canada Limited Partnership's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(j) Additional Information

For more information about this AD, contact Deep Gaurav, Aviation Safety Engineer, FAA, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817-228-3731; email: Deep.Gaurav@faa.gov.

(k) 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) Transport Canada AD CF-2023-70, dated October 5, 2023.

(ii) Airbus Canada Limited Partnership Service Bulletin BD500-530012, Issue 001, dated September 13, 2023.

(iii) Airbus Canada Limited Partnership Service Bulletin BD500-530012, Issue 002, dated March 6, 2024.

(3) For Transport Canada material identified in this 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; website at tc.canada.ca/en/aviation.

(4) For Airbus Canada material identified in this AD, contact Airbus Canada Limited Partnership, 13100 Henri-Fabre Boulevard, Mirabel, Québec J7N 3C6, Canada; telephone 450-476-7676; email a220_crc@abc.airbus; website a220world.airbus.com.

(5) 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.

(6) 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 April 14, 2025.

Peter A. White,

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

[FR Doc. 2025-06841 Filed 4-21-25; 8:45 am]

BILLING CODE 4910-13-C

SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 270 and 274

[Release No. IC-35538; File No. S7-26-22]

[RIN 3235-AM98]

Form N-PORT and Form N-CEN Reporting; Guidance on Open-End Fund Liquidity Risk Management Programs; Delay of Effective and Compliance Dates

AGENCY: Securities and Exchange Commission.

ACTION: Final rule; delay of effective and compliance dates.

SUMMARY: The Securities and Exchange Commission (“Commission”) is delaying the effective date for the amendments to Form N-PORT that were published on September 11, 2024, from November 17, 2025, to November 17, 2027. The Commission is also delaying the effective date of the amendments to the rule under the Investment Company Act of 1940 (“Investment Company Act”) associated with Form N-PORT reporting requirements. In addition, the Commission is delaying the compliance dates for these amendments related to Form N-PORT reporting requirements. The effective and compliance date for the amendments to Form N-CEN contained in the same release published on September 11, 2024, will remain November 17, 2025.

DATES:

Effective dates: As of April 22, 2025, the effective date for the amendments to Form N-PORT and amendatory

instruction 2 to 17 CFR 270.30b1-9, published at 89 FR 73764 on September 11, 2024, are delayed to November 17, 2027. As of April 22, 2025, the effective date for amendatory instruction 3 to 17 CFR 270.30b1-9, published at 89 FR 73764 on September 11, 2024, is delayed to May 18, 2028. The effective date for the amendments to Form N-CEN, published at 89 FR 73764 on September 11, 2024, will remain November 17, 2025.

Compliance dates: The compliance date for the amendments to Form N-PORT and 17 CFR 270.30b1-9, published at 89 FR 73764 on September 11, 2024, is delayed to November 17, 2027, for fund groups with net assets of \$1 billion or more as of the end of their most recent fiscal year end, and to May 18, 2028, for fund groups with less than \$1 billion in net assets as of the end of their most recent fiscal year end.

FOR FURTHER INFORMATION CONTACT:

Susan Ali, Counsel; Angela Mokodean, Senior Special Counsel; or Brian M. Johnson, Assistant Director, at (202) 551-6792, Investment Company Regulation Office, Division of Investment Management, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549-8549.

SUPPLEMENTARY INFORMATION: The Commission is delaying the effective and compliance dates for the Commission’s 2024 amendments to Form N-PORT [referenced in 17 CFR 274.150] and 17 CFR 270.30b1-9 (“rule 30b1-9”) under the Investment Company Act.

I. Discussion

On August 28, 2024, the Commission adopted amendments to reporting requirements on Form N-PORT to require more frequent reporting of monthly portfolio holdings and related information to the Commission and the public, and to amend certain reporting requirements relating to entity identifiers.¹ In the same release, the Commission also adopted amendments to Form N-CEN and provided guidance on liquidity risk management program requirements for open-end funds.² The Commission established a general

effective date for the final amendments of November 17, 2025.³

On January 20, 2025, President Donald J. Trump signed a Presidential Memorandum directing agencies to consider postponing for 60 days from the date of the Presidential Memorandum the effective date for any rules that had been issued but had not yet taken effect for the purpose of reviewing any questions of fact, law, and policy that the rules may raise and, as appropriate and consistent with applicable law, and where necessary to continue to review these questions of fact, law, and policy, consider further delaying, or publishing for notice and comment, proposed rules further delaying such rules beyond the 60-day period.⁴ The Memorandum further states that, for those rules that raise substantial questions of fact, law, or policy, agencies should provide notice and take further appropriate action.

Following adoption of the Form N-PORT amendments, petitioner Registered Funds Association filed a petition in the Fifth Circuit Court of Appeals seeking review of the final amendments to Form N-PORT.⁵ After the issuance of the Presidential Memorandum, the Commission filed an unopposed motion to hold the Fifth Circuit case in abeyance while the Commission reviews the final amendments in accordance with the Presidential Memorandum. On February 11, 2025, the Fifth Circuit Court of Appeals granted the Commission’s motion to stay the proceedings while the Commission reviews the final amendments.⁶ Separate from these proceedings, the Commission also has received a request to further amend Form N-PORT due to concerns about the potential negative impacts of certain of the recent amendments.⁷

In light of these developments, we are delaying the effective and compliance dates of the amendments to Form N-PORT to provide time for the Commission to complete its review in accordance with the Presidential Memorandum and take any further

³ Due to the inclusion of a longer compliance period for smaller entities, one aspect of the amendments to rule 30b1-9 had an effective date of May 18, 2026.

⁴ Regulatory Freeze Pending Review (Jan. 20, 2025) [90 FR 8249 (Jan. 28, 2025)], available at <https://www.whitehouse.gov/presidential-actions/2025/01/regulatory-freeze-pending-review/> (“Presidential Memorandum”).

⁵ *Registered Funds Association v. SEC*, No. 24-60550 (5th Cir. 2024).

⁶ See ECF No. 50-2, *Registered Funds Association v. SEC*, No. 24-60550 (5th Cir. Feb. 11, 2025).

⁷ See Letter from Investment Company Institute (Feb. 26, 2025) (“ICI Letter”), available at <https://www.ici.org/system/files/2025-02/25-cl-form%20nport-amendments.pdf>.

¹ Form N-PORT and Form N-CEN Reporting; Guidance on Open-End Fund Liquidity Risk Management Programs, Investment Company Act Release No. 35308 (Aug. 28, 2024) [89 FR 73764 (Sept. 11, 2024)] (“2024 Adopting Release”), available at <https://www.sec.gov/files/rules/final/2024/ic-35308.pdf>.

² The amendments to Form N-CEN require open-end funds to report information about service providers used to comply with liquidity risk management program requirements and modify certain reporting related to entity identifiers.