

(e) Unsafe Condition

This AD was prompted by reports of corrosion on one or more of the eight lower fitting assemblies and adjacent lavatory components on the Jamco family 95/96 lavatories. The FAA is issuing this AD to address corrosion that could cause the lavatories to break free from the lower mounts during an event with high g-forces. The unsafe condition, if not addressed, could result in potential serious injury to passengers and crew or a displaced lavatory blockage that prevents egress through the aisle and exits.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Special Attention Requirements Bulletin B787-81205-SB250302-00 RB, Issue 001, dated August 21, 2024, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Requirements Bulletin B787-81205-SB250302-00 RB, Issue 001, dated August 21, 2024.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Special Attention Service Bulletin B787-81205-SB250302-00, Issue 001, dated August 21, 2024, which is referred to in Boeing Special Attention Requirements Bulletin B787-81205-SB250302-00 RB, Issue 001, dated August 21, 2024.

(h) Exceptions to Requirements Bulletin Specifications

(1) Where the "Effectivity" paragraph and the Boeing Recommended Compliance Time columns of the tables in the "Compliance" paragraph of Boeing Special Attention Requirements Bulletin B787-81205-SB250302-00 RB, Issue 001, dated August 21, 2024, refer to the Issue 001 date of Requirements Bulletin B787-81205-SB250302-00 RB, this AD requires using the effective date of this AD.

(2) Where Boeing Special Attention Requirements Bulletin B787-81205-SB250302-00 RB, Issue 001, dated August 21, 2024, specifies contacting Boeing for repair instructions, this AD requires doing the repair using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) No Alternative Actions and Intervals

After the existing maintenance program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) 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 the certification office, send it to the attention of the person identified in paragraph (k)(1) of this AD. Information may be emailed to: *AMOC@faa.gov*.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR-520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(k) Related Information

(1) For more information about this AD, contact Nicole S. Tsang, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 206-231-3959; email *Nicole.S.Tsang@faa.gov*.

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

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Special Attention Requirements Bulletin B787-81205-SB250302-00 RB, Issue 001, dated August 21, 2024.

(ii) [Reserved]

(3) For the Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; website *myboeingfleet.com*.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on March 12, 2025.

Peter A. White,

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

[FR Doc. 2025-05840 Filed 4-4-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2025-0483; Project Identifier MCAI-2024-00523-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 CL-600-2B16 (604 Variant) airplanes. This proposed AD was prompted by reports that the flap system on-board recorder (FSOBR) interfaces with the flap control unit signals and may result in the flap control unit monitors tripping, causing Flap Fail messages and possibly an uncommanded flap movement. This proposed AD would require the disconnection of the FSOBR and prohibit future installation of this system. 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 May 22, 2025.

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

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

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

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

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA-2025-0483; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket

contains this NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Bombardier material identified in this proposed AD, contact Bombardier Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–2999; email ac.yul@aero.bombardier.com; website bombardier.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

FOR FURTHER INFORMATION CONTACT: 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.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include “Docket No. FAA–2025–0483; Project Identifier MCAI–2024–00523–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](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 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. 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–2024–31R1, dated December 17, 2024 (Transport Canada AD CF–2024–31R1) (also referred to after this as the MCAI), to correct an unsafe condition on all Bombardier, Inc., Model CL–600–2B16 (604 Variant) airplanes. The MCAI states that the FSOBR interfaces with the flap control unit Input/Output (I/O) signals and may result in the flap control unit monitors tripping, causing Flap Fail messages and possibly an uncommanded flap movement. This event combined with other flap system failures can lead to an uncommanded flap runaway. This condition, if not

addressed, could lead to loss of control of 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](https://www.regulations.gov) under Docket No. FAA–2025–0483.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Bombardier Service Bulletins 650–27–005, 605–27–012, and 604–27–041, all dated May 20, 2024. This material specifies procedures to disconnect the FSOBR. These documents are distinct since they apply to different airplane serial numbers. 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 referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in the material already described. This proposed AD would also prohibit the installation of affected parts.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 442 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 3 work-hours × \$85 per hour = \$255.	Minimal	Up to \$255	Up to \$112,710

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this proposed AD may be covered under warranty, thereby

reducing the cost impact on affected operators.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue

rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities

under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

Bombardier, Inc.: Docket No. FAA–2025–0483; Project Identifier MCAI–2024–00523–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by May 22, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Bombardier, Inc., Model CL–600–2B16 (604 Variant) airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports that the flap system on-board recorder (FSOBR) interfaces with the flap control unit signals and may result in the flap control unit monitors tripping, causing Flap Fail messages and possibly an uncommanded flap movement. The FAA is issuing this AD to address uncommanded flap runaway. The unsafe condition, if not addressed, could lead to loss of control of the airplane.

(f) Compliance

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

(g) FSOBR Disconnection

For airplanes that have incorporated Bombardier Service Bulletin 604–27–035, Bombardier Service Bulletin 605–27–006, or Bombardier Service Bulletin 650–27–001 as of the effective date of this AD: Within 1,000 flight hours or 14 months, whichever occurs first, after the effective date of this AD, disconnect the FSOBR in accordance with Section 2.B of the Accomplishment Instructions of the applicable service bulletin listed in table 1 to paragraph (g) of this AD.

Table 1 to Paragraph (g)—Service Bulletin References

Airplane Model (Marketing Designation)	Airplane Serial Number	Applicable Bombardier Service Bulletin
CL-600-2B16 (Challenger 604)	5301 through 5665 inclusive	604-27-041, dated May 20, 2024
CL-600-2B16 (Challenger 605)	5701 through 5988 inclusive	605-27-012, dated May 20, 2024
CL-600-2B16 (Challenger 650)	6050 through 6999 inclusive	650-27-005, dated May 20, 2024

(h) Parts Installation Prohibition

As of the effective date of this AD, no person may reconnect or install any FSOBR unit part number (P/N) (604–70201–1) or FSOBR harness P/N (604–57140–3) on any airplane.

(i) Additional AD Provisions

The following provisions also apply to this AD:

- (1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (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, 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.

(j) Additional Information

For more information about this AD, 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.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Bombardier Service Bulletin 604–27–041, dated May 20, 2024.

(ii) Bombardier Service Bulletin 605–27–012, dated May 20, 2024.

(iii) Bombardier Service Bulletin 650–27–005, dated May 20, 2024.

(3) For Bombardier material identified in this AD, contact Bombardier Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–2999; email ac.yul@aero.bombardier.com; website bombardier.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on April 1, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–05863 Filed 4–4–25; 8:45 am]

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DEPARTMENT OF THE TREASURY**Alcohol and Tobacco Tax and Trade Bureau****27 CFR Parts 4, 5, 7, 24, 25, and 27**

[Docket Nos. TTB–2025–0002 and TTB–2025–0003; Notice No. 239; Re: Notice Nos. 237 and 238]

RINs: 1513–AC93 and 1513–AC94

Alcohol Facts Statements in the Labeling of Wines, Distilled Spirits, and Malt Beverages; and Major Food Allergen Labeling for Wines, Distilled Spirits, and Malt Beverages; Comment Period Extension

AGENCY: Alcohol and Tobacco Tax and Trade Bureau, Treasury.

ACTION: Notices of proposed rulemaking; extension of comment periods.

SUMMARY: The Alcohol and Tobacco Tax and Trade Bureau (TTB) is extending for an additional 120 days the comment periods for two notices of proposed rulemaking it published on January 17, 2025. The first proposes to require

disclosure of per-serving alcohol, calorie, and nutrient content information in an “Alcohol Facts” statement on the labels of alcohol beverages subject to the authority of the Federal Alcohol Administration Act (FAA Act) (Notice No. 237), while the second proposes to require labeling of major food allergens used in the production of alcohol beverages on such labels (Notice No. 238). TTB is taking this action to provide additional time for public comments in response to requests received during the comment period.

DATES: For the notices of proposed rulemaking published on January 17, 2025, as Notice No. 237 and Notice No. 238 at 90 FR 6654 and 5763, respectively, comments are now due on or before August 15, 2025.

ADDRESSES: You may electronically submit comments to TTB on the two notices of proposed rulemaking published as Notice No. 237 and Notice No. 238, view copies of this comment period extension document (published as Notice No. 239), the original proposed rule documents, their supporting materials, and any comments TTB receives on those proposals within their respective dockets, Docket No. TTB–2025–0002 and Docket No. TTB–2025–0003, as posted at <https://www.regulations.gov>. Direct links to the relevant dockets are available on the TTB website at <https://www.ttb.gov/laws-and-regulations/all-rulemaking> under Notice No. 237 and Notice No. 238. Alternatively, you may submit comments via postal mail to the Director, Regulations and Ruling Division, Alcohol and Tobacco Tax and Trade Bureau, 1310 G Street NW, Box 12, Washington, DC 20005. Please see the Public Participation sections of Notice No. 237 and Notice No. 238 for further information on the comments requested regarding each proposal and on the submission, confidentiality, and public disclosure of comments.

FOR FURTHER INFORMATION CONTACT: Curt Eilers, Regulations and Rulings Division, Alcohol and Tobacco Tax and Trade Bureau, 1310 G Street NW, Box 12, Washington, DC 20005; telephone 202–453–1039, ext. 041.

SUPPLEMENTARY INFORMATION: The Alcohol and Tobacco Tax and Trade Bureau (TTB) published two notices of proposed rulemaking related to alcohol beverage labeling in the **Federal Register** of January 17, 2025:

- Notice No. 237—Alcohol Facts Statements in the Labeling of Wines, Distilled Spirits, and Malt Beverages (90 FR 6654; Docket No. TTB–2025–0002; RIN 1513–AC93); and

- Notice No. 238—Major Food Allergen Labeling for Wines, Distilled Spirits, and Malt Beverages (90 FR 5763; Docket No. TTB–2025–0003; RIN 1513–AC94).

In Notice No. 237, TTB proposes to require disclosure of per-serving alcohol, calorie, and nutrient content information in an “Alcohol Facts” statement on all alcohol beverage labels subject to TTB’s regulatory authority under the Federal Alcohol Administration Act (FAA Act). Pursuant to its authorities under both the FAA Act and the Internal Revenue Code of 1986, TTB is also proposing mandatory alcohol content statements for certain types of beer and wine that are not currently required to be labeled with an alcohol content statement.

In Notice No. 238, TTB proposes to require a labeling disclosure of all major food allergens used in the production of alcohol beverages subject to TTB’s regulatory authority under the FAA Act. Under the proposed regulations, unless an exception applies, labels must declare milk, eggs, fish, Crustacean shellfish, tree nuts, wheat, peanuts, soybeans, and sesame, as well as ingredients that contain protein derived from these foods, if used in the production of the alcohol beverage.

Both proposals included a compliance date of 5 years from the date that a final rule resulting from the proposal is published in the **Federal Register**.

As originally published, the comment period closing date for both Notice No. 237 and Notice No. 238 was April 17, 2025.

TTB has received joint requests from nine alcohol industry trade associations to extend the comment periods for Notice No. 237 and Notice No. 238 for an additional 120 days, until August 15, 2025. The nine associations supporting the two requests are the Wine Institute, Distilled Spirits Council of the United States (DISCUS), Beer Institute, Brewers Association, National Beer Wholesalers Association (NBWA), Wine and Spirits Wholesalers of America (WSWA), WineAmerica, American Craft Spirits Association (ACSA), and American Distilled Spirits Alliance (ADSA). For Notice No. 237, the request is posted as Comment 54, and for Notice No. 238, the request is posted as Comment 39; see Docket No. TTB–2025–0002 and Docket No. TTB–2025–0003, respectively, at <https://www.regulations.gov>.

In their requests, the nine associations state that they and their members need more time to comment. The requests note that many potentially impactful rulemakings, including a Food and Drug Administration nutrition labeling