

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:

Airbus SAS: Docket No. FAA–2025–0624; Project Identifier MCAI–2024–00628–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by June 2, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model airplanes, certificated in any category, as identified in paragraphs (c)(1) through (3) of this AD.

(1) Model A319–111, –112, –113, –114, –115, –131, –132, and –133 airplanes.

(2) Model A320–211, –212, –214, –216, –231, –232, and –233 airplanes.

(3) Model A321–211, –212, –213, –231, and –232 airplanes.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that cracks were found following fatigue tests for the new lower wing cover material on airplanes equipped with sharklets. The FAA is issuing this AD to address cracking in the lower wing cover material. The unsafe condition, if not addressed, could reduce the structural integrity of the outer wing.

(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, European Union Aviation Safety Agency (EASA) AD 2024–0201R1, dated December 2, 2024 (EASA AD 2024–0201R1).

(h) Exceptions to EASA AD 2024–0201R1

(1) Where EASA AD 2024–0201R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2024–0201R1 refers to “04 November 2024 [the effective date of the original issue of this AD],” this AD requires using the effective date of this AD.

(3) This AD does not adopt the “Remarks” section of EASA AD 2024–0201R1.

(4) Where any service information referenced in EASA AD 2024–0201R1 specifies reporting, this AD requires reporting all inspection results at the applicable time specified in paragraph (h)(4)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(5) Where paragraph (3) of EASA AD 2024–0201R1 specifies if “any discrepancies are detected, as identified in the AOT, before next flight, contact Airbus for approved repair instructions and within the compliance time(s) specified therein, accomplish those instructions accordingly,” this AD requires replacing that text with “any discrepancy is detected, as identified in the AOT, the discrepancy must be repaired before further flight using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.”

(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 the 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 EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraphs (h)(4) and (i)(2) of this AD, if any material referenced in EASA AD 2024–0201R1 contains paragraphs that are labeled as RC, the instructions in RC paragraphs, including subparagraphs under an RC paragraph, must be done to comply with this AD; any paragraphs, including subparagraphs under those paragraphs, that are not identified as RC are recommended. The instructions in paragraphs, including subparagraphs under those paragraphs, not identified as RC may be deviated from using

accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the instructions identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to instructions identified as RC require approval of an AMOC.

(j) Additional Information

For more information about this AD, contact Nathan Weigand, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3531; email: nathan.p.weigand@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) European Union Aviation Safety Agency (EASA) AD 2024–0201R1, dated December 2, 2024.

(ii) [Reserved]

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

(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 11, 2025.

Peter A. White,

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

[FR Doc. 2025–06446 Filed 4–15–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2025–0273; Airspace Docket No. 23–ASO–43]

RIN 2120–AA66

Establishment of Restricted Areas R–5305A, R–5305B, and R–5305C; Camp Lejeune, NC; and Restricted Areas R–5307A, R–5307B, and R–5307C; Cherry Point, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; extension of comment period.

SUMMARY: This action extends the comment period for a notice of proposed rulemaking (NPRM) that was published on March 20, 2025. In that document, the FAA proposed to establish restricted areas R-5305A, R-5305B, and R-5305C at Camp Lejeune, NC; and restricted areas R-5307A, R-5307B, and R-5307C at Cherry Point, NC. This extension is a result of a planned outage of the eRulemaking General Services Administration (GSA) Cloud Migration website necessitating an extension to the comment period.

DATES: The comment period for the NPRM published on March 20, 2025 (90 FR 13112), scheduled to close on May 5, 2025, is extended until May 9, 2025.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2025-0273 and Airspace Docket No. 23-ASO-43 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

* *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 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.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the 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.

FOR FURTHER INFORMATION CONTACT: Brian Vidis, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory,

aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA's web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address, phone number, and hours of operation). An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Avenue, College Park, GA 30337.

Background

Subsequent to publication of the NPRM, the FAA was advised that there is a planned outage of the **Federal Register** comment submission website. The planned outage is scheduled from April 25, 2025, through April 28, 2025. The FAA published a NPRM for Docket

No. FAA 2025-0273 in the **Federal Register** (90 FR 13112; March 20, 2025), proposing to establish restricted areas R-5305A, R-5305B, and R-5305C at Camp Lejeune, NC; and restricted areas R-5307A, R-5307B, and R-5307C at Cherry Point, NC. The NPRM for Docket No. FAA 2025-0273 specified that comments must be received on or before May 5, 2025. The planned outage is near the end of the comment submission timeframe; therefore it is deemed appropriate for the comment period to be extended to compensate for the outage and to allow proportionate time for comments to be submitted.

Extension of Comment Period

The FAA has determined that extension of the comment period is consistent with the public interest, and that good cause exists for taking this action. Therefore, pursuant to the authority delegated to me, the comment period for Docket No. FAA-2025-0273; Airspace Docket No. 23-ASO-43 published in the **Federal Register** on March 20, 2025 (90 FR 13112), FR Doc. 2025-04392, is extended until May 9, 2025.

Issued in Washington, DC, on April 10, 2025.

Brian Eric Konie,

Manager (A), Rules and Regulations Group.

[FR Doc. 2025-06416 Filed 4-15-25; 8:45 am]

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GENERAL SERVICES ADMINISTRATION

41 CFR Part 102-3

[Notice-MA-2025-06; Docket No. 2025-0002; Sequence 4]

Federal Management Regulation; Federal Advisory Committee Management; Planned Revision

AGENCY: Office of Government-wide Policy (OGP), General Services Administration (GSA).

ACTION: Notification of upcoming revision of FMR Case 2022-01.

SUMMARY: GSA plans to issue a final rule revising the Federal Management Regulation (FMR) Case 2022-01, "Federal Advisory Committee Management," published on April 18, 2024.

DATES: April 16, 2025.

ADDRESSES: Those interested can view FMR Case 2022-01 at <https://www.regulations.gov/document/GSA-FMR-2022-0015-0001>.

FOR FURTHER INFORMATION CONTACT: Ms. Lorelei Kowalski, Director, Committee