



## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2025-1113; Project Identifier MCAI-2024-00552-A]

RIN 2120-AA64

#### Airworthiness Directives; Polskie Zaklady Lotnicze Sp. z o.o. 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 Polskie Zaklady Lotnicze Sp. z o.o. Model PZL M28 05 airplanes. This proposed AD was prompted by incorrect flap settings and airspeed during approach for landing under one engine inoperative (OEI) conditions in the airplane flight manual (AFM) emergency procedures. This proposed AD would require revising the existing AFM for your airplane to provide the correct emergency procedures. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this NPRM by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

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

- Federal eRulemaking Portal: Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- Fax: (202) 493-2251.

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

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

*AD Docket:* You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-1113; 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 Polskie Zakłady Lotnicze Sp. z o.o. material identified in this proposed AD, contact Polskie Zakłady Lotnicze Sp. z o.o., Wojska Polskiego 3, 39-300 Mielec, Poland; phone: +48 17 743 1901; email: [pzl.lm@global.lmco.com](mailto:pzl.lm@global.lmco.com); website: [pzlmielec.pl](http://pzlmielec.pl).

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110.

**FOR FURTHER INFORMATION CONTACT:** Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Comments Invited**

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under ADDRESSES. Include “Docket No. FAA-2025-1113; Project Identifier MCAI-2024-00552-A” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to regulations.gov, 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 Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

### **Background**

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2024-0183, dated September 20, 2024 (EASA AD 2024-0183) (also referred to as “the MCAI”), to correct an unsafe condition on Polskie Zaklady Lotnicze Sp. z o.o. Models PZL M28 02-W and PZL M28 05 airplanes, all manufacturer serial numbers. The MCAI states that occurrences have been reported by pilot instructors where, during type rating training with Model PZL M28 airplanes, students applied an incorrect flap setting and airspeed

while practicing the emergency procedure for an approach and landing with OEI after a simulated engine failure. The investigation concluded that the root cause for these occurrences was typographical errors in the AFM. The MCAI requires incorporating an AFM update containing the correct flap setting and airspeed to be applied during approach with OEI. Applying an incorrect flap setting and airspeed during an approach for landing under (simulated) OEI conditions could result in loss of control of the airplane.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-1113.

### **Material Incorporated by Reference under 1 CFR Part 51**

The FAA reviewed pages 3-4 ENGINE FAILURE AT DESCENT and ENGINE FAILURE DURING BALKED LANDING; 3-9 BALKED LANDING WITH ONE ENGINE INOPERATIVE; 3-17 ENGINE FAILURE AT DESCENT (LANDING APPROACH); 3-18 ENGINE FAILURE DURING BALKED LANDING; and 3-25 and 3-26 BALKED LANDING WITH ONE ENGINE INOPERATIVE from Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024. This material provides the correct emergency procedures for the flightcrew when adjusting the flap settings and airspeed during approach for landing under simulated OEI conditions.

The FAA also reviewed Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A-65B engines, Emergency Procedures, Revision 1, dated July 9, 2024. This material provides the flightcrew with the correct emergency procedures checklist that corresponds with the changes to Section 3, Emergency Procedures, of the AFM.

In addition, the FAA reviewed Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A-65B engines, Emergency Procedures, effective on airplanes without the installed ice protection system certified for flights in known and forecast

icing conditions, Revision 1, dated July 9, 2024. This material provides the flightcrew with the correct emergency procedures checklist that corresponds with the changes to Section 3, Emergency Procedures, of the AFM.

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**

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI and material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

### **Proposed AD Requirements in this NPRM**

This proposed AD would require revising the existing AFM for your airplane to provide the correct emergency procedures and checklist for the flightcrew when adjusting the flap settings and airspeed during approach for landing under OEI conditions. See "Differences Between this Proposed AD and the MCAI" for a discussion of the general differences included in this AD.

The owner/operator (pilot) holding at least a private pilot certificate may revise the existing AFM and checklist for your airplane and must enter compliance with the applicable paragraph of this proposed AD into the airplane maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The pilot may perform this action because it only involves revising the AFM. This action could be performed equally well by a pilot or a mechanic. This is an exception to the FAA's standard maintenance regulations.

## **Differences Between this Proposed AD and the MCAI**

The MCAI applies to Polskie Zaklady Lotnicze Sp. z o.o. Model PZL M28 02-W airplanes, but this proposed AD would not because this model does not have an FAA type certificate.

The MCAI requires informing all pilots about the AFM update and thereafter operating the airplane accordingly, and this proposed AD would not because those actions are already required by FAA regulations.

## **Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect nine airplanes of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

### **Estimated costs**

<b>Action</b>	<b>Labor Cost</b>	<b>Parts Cost</b>	<b>Cost per product</b>	<b>Cost on U.S. operators</b>
Revise AFM and checklist	2 work-hours x \$85 per hour = \$170	\$0	\$170	\$1,530

## **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:

**Polskie Zaklady Lotnicze Sp. z o.o.:** Docket No. FAA-2025-1113; Project

Identifier MCAI-2024-00552-A.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Polskie Zakłady Lotnicze Sp. z o.o. Model PZL M28 05 airplanes, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 1100, Placards and Markings

**(e) Unsafe Condition**

This AD was prompted by incorrect flap settings and airspeed during approach for landing under one engine inoperative conditions in the airplane flight manual (AFM) emergency procedures. The FAA is issuing this AD to prevent pilots from applying incorrect flap settings and airspeed. The unsafe condition, if not addressed, could result in loss of control of the airplane.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 30 days after the effective date of this AD, revise Section 3, Emergency Procedures of the airplane flight manual (AFM) for your airplane by incorporating the sections identified in paragraphs (g)(1)(i) through (v) of this AD using Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024. Using a different document with information identical to the information in the sections listed in paragraph (g)(1)(i) through (v) of this AD is

acceptable for compliance with the requirements of this paragraph.

(i) Page 3-4, sections “ENGINE FAILURE AT DESCENT” and “ENGINE FAILURE DURING BALKED LANDING.”

(ii) Page 3-9, section “BALKED LANDING WITH ONE ENGINE INOPERATIVE.”

(iii) Page 3-17, section “ENGINE FAILURE AT DESCENT (LANDING APPROACH).”

(iv) Page 3-18, section “ENGINE FAILURE DURING BALKED LANDING.”

(v) Pages 3-25 and 3-26, section “BALKED LANDING WITH ONE ENGINE INOPERATIVE.”

(2) Within 30 days after the effective date of this AD, revise the Emergency Procedures checklist of the AFM for your airplane by incorporating pages 5, 6, and 15 of Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A-65B engines, Emergency Procedures, Revision 1, dated July 9, 2024; or Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A-65B engines, Emergency Procedures, effective on airplanes without the installed ice protection system certified for flights in known and forecast icing conditions, Revision 1, dated July 9, 2024, as applicable.

(3) The owner/operator (pilot) holding at least a private pilot certificate may revise the existing AFM and checklist and must enter compliance with the applicable paragraph of this AD into the airplane maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

#### **(h) 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 local

Flight Standards District 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 (i) 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 local flight standards district office/certificate holding district office.

**(i) Additional Information**

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: doug.rudolph@faa.gov.

**(j) 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 the AD specifies otherwise.

(i) Page 3-4 ENGINE FAILURE AT DESCENT and ENGINE FAILURE DURING BALKED LANDING, Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Revision 55, Model PZL M28 05, dated July 9, 2024.

(ii) Page 3-9 BALKED LANDING WITH ONE ENGINE INOPERATIVE, Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024.

(iii) Page 3-17 ENGINE FAILURE AT DESCENT (LANDING APPROACH), Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024.

(iv) Page 3-18 ENGINE FAILURE DURING BALKED LANDING, Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, Revision 55, dated July 9, 2024.

(v) Pages 3-25 and 3-26 BALKED LANDING WITH ONE ENGINE INOPERATIVE, Section 3, Emergency Procedures in Polskie Zakłady Lotnicze Sp. z o.o. Airplane Flight Manual, Model PZL M28 05, dated July 9, 2024.

(vi) Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A-65B engines, Emergency Procedures, Revision 1, dated July 9, 2024.

(vii) Polskie Zakłady Lotnicze Sp. z o.o. Check List, PZL M28 05 with PT6A-65B engines, Emergency Procedures, effective on airplanes without the installed ice protection system certified for flights in known and forecast icing conditions, Revision 1, dated July 9, 2024.

(3) For Polskie Zakłady Lotnicze Sp. z o.o. material identified in this AD, contact Wojska Polskiego 3, 39-300 Mielec, Poland; phone: +48 17 743 1901; email: [pzl.lm@global.lmco.com](mailto:pzl.lm@global.lmco.com); website: [pzmielec.pl](http://pzmielec.pl).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA,

visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email

[fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on June 18, 2025.

Steven W. Thompson,

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

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