

**(g) Inspections of Crown Skin Areas**

At the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024, except as required by paragraph (k) of this AD: Do an external detailed inspection and external nondestructive inspection (a medium frequency eddy current (MFEC), magneto optic imager (MOI), C-scan, or ultrasonic phased array (UTPA) inspection) for cracking in the fuselage skin along the chem-mill steps at certain locations specified in, and in accordance with, paragraph 3.B.2.a. of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024. Repeat the inspections thereafter at the applicable times specified in paragraph 1.E., “Compliance,” of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024.

**(h) Inspections of Shear Wrinkle Areas**

For Groups 2, 5, and 6 airplanes as identified in Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024: At the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024, except as required by paragraph (k) of this AD, do an external detailed inspection and external nondestructive inspection (MFEC, MOI, C-scan, or UTPA) for cracking in the fuselage skin along the chem-mill steps at certain shear wrinkle locations specified in, and in accordance with, paragraph 3.B.2.b. of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024. Repeat the inspections thereafter at the applicable times specified in paragraph 1.E., “Compliance,” of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024.

**(i) Repair**

If any cracking is found during any inspection required by paragraph (g) or (h) of this AD, before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

**(j) Optional Terminating Actions**

Accomplishment of the actions in paragraphs (j)(1) through (3) of this AD terminates the repetitive inspections required by paragraph (g) of this AD for the modified area only.

(1) Do an external detailed inspection and external nondestructive inspection (MFEC, MOI, C-scan, or UTPA) for cracking of the area to be modified, and if no cracking is found, do the modification, including a high frequency eddy current inspection of all existing holes for cracking in accordance with paragraph 3.B.3, “Part 3: Modification,” of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024.

(2) Repair, before further flight, any cracking is found during any inspection specified in paragraph (j)(1) or (3) of this AD

using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(3) Do the post-modification repetitive inspections specified in paragraph 1.E., “Compliance,” and in Part 5 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024. The inspections must be performed and repeated at the applicable times specified in paragraph 1.E., “Compliance,” of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024, except as specified by paragraph (k) of this AD.

**(k) Exception to Service Bulletin Specifications**

Where the Compliance Time columns in the tables under the “Compliance” paragraph of Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024, refer to the Revision 1 date of the service bulletin, this AD requires using the effective date of this AD.

**(l) Credit for Previous Actions**

This paragraph provides credit for the optional actions in paragraph (j)(1) of this AD, if the modification was performed before the effective date of this AD using Boeing Service Bulletin 737–53–1311, dated October 21, 2011.

**(m) 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 (n) of this AD. Information may be emailed to: [AMOC@faa.gov](mailto: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) 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.

**(n) Related Information**

For more information about this AD, contact Luis Cortez-Muniz, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3958; email: [luis.a.cortez-muniz@faa.gov](mailto:luis.a.cortez-muniz@faa.gov).

**(o) 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) Boeing Special Attention Service Bulletin 737–53–1311, Revision 1, dated May 22, 2024.

(ii) [Reserved]

(3) For 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](http://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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on July 17, 2025.

**Peter A. White,**

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

[FR Doc. 2025–13714 Filed 7–21–25; 8:45 am]

**BILLING CODE 4910–13–P**

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

[Docket No. **FAA–2025–1362**; Project Identifier **MCAI–2025–00062–G**]

**RIN 2120–AA64**

**Airworthiness Directives; Schempp-Hirth Flugzeugbau GmbH Gliders**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for certain Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth) Model CIRRUS gliders. This proposed AD was prompted by reports of a broken outer race of the lower ball bearing installed in the all-moving horizontal tailplane drive fitting. This proposed AD would require inspecting the elevator drive fitting to determine the type of lower ball bearing installed, and depending upon the results, replacing the lower ball bearing with a serviceable part. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this NPRM by September 5, 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](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–2025–1362; 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 SCHEMPP–HIRTH Flugzeugbau GmbH material identified in this proposed AD, contact Schempp-Hirth, Krehenstraße 25, 73230 Kirchheim unter Teck, Germany; phone: +49 7021 7298–0; email: [info@schempp-hirth.com](mailto:info@schempp-hirth.com); website: [schempp-hirth.com](https://www.schempp-hirth.com).
  - 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:** Peter Schmitt, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231–3377; email: [peter.a.schmitt@faa.gov](mailto:peter.a.schmitt@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 using a method listed under **ADDRESSES**. Include “Docket No. FAA–2025–1362; Project Identifier MCAI–2025–00062–G” 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](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 Peter Schmitt, 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 2024–0242R1, dated January 17, 2025 (EASA AD 2024–0242R1) (also referred to as the MCAI), to correct an unsafe condition on Schempp-Hirth Model CIRRUS sailplanes (gliders). The MCAI states occurrences were reported of a broken outer race in the lower ball bearing installed on the all-moving

horizontal tailplane drive fitting. This condition, if not addressed, could lead to the tailplane drive jamming and loss of control of the glider. The MCAI requires inspecting the elevator drive fitting to determine what type of lower ball bearing is installed, and depending upon the results, replacing the lower ball bearing with a serviceable part.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–1362.

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

The FAA reviewed SCHEMPP–HIRTH Flugzeugbau GmbH Technical Note No. 278–25, Revision 1, dated July 9, 2024. This material specifies procedures for inspecting the elevator drive fitting to determine which type of lower ball bearing is installed, and depending on the results, replacing the lower ball bearing with a serviceable part.

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 civil 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, that authority has notified the FAA of the unsafe condition described in the MCAI and material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

**Proposed AD Requirements in This NPRM**

This proposed AD would require accomplishing the actions specified in the material already described.

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect 17 gliders of U.S. registry.

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

ESTIMATED COSTS				
Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect elevator drive fitting or records review to determine if affected part is installed.	1 work-hour × \$85 per hour = \$85 .....	\$0	\$85	\$1,445

The FAA estimates the following costs to do any necessary replacements that would be required based on the

results of the proposed inspection. The agency has no way of determining the

number of gliders that might need these replacements:

#### ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace elevator drive lower ball bearing	1 work-hour × \$85 per hour = \$85 .....	\$35	\$120

#### 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:

**Schempp-Hirth Flugzeugbau GmbH:** Docket No. FAA-2025-1362; Project Identifier MCAI-2025-00062-G.

##### (a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by September 5, 2025.

##### (b) Affected ADs

None.

##### (c) Applicability

This AD applies to Schempp-Hirth Flugzeugbau GmbH Model CIRRUSS gliders, serial numbers 21, 23, 27, 30, 32, 33, 34, 36 through 52 inclusive, and 54 through 120 inclusive, certificated in any category.

##### (d) Subject

Joint Aircraft System Component (JASC) Code 5520, Elevator Structure.

##### (e) Unsafe Condition

This AD was prompted by reports of a broken outer race component of the lower ball bearing installed in the all-moving horizontal tailplane drive fitting. The FAA is issuing this AD to address this unsafe condition. The unsafe condition, if not addressed, could result in the tailplane drive jamming and loss of control of the glider.

##### (f) Compliance

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

##### (g) Definitions

For the purpose of this AD, the definitions in paragraphs (g)(1) and (2) of this AD apply.

(1) An "affected part" is as identified in SCHEMPP-HIRTH Flugzeugbau GmbH Technical Note No. 278–25, Revision 1, dated July 9, 2024 (SCHEMPP-HIRTH TN No. 278–25, Revision 1): EL6 lower ball bearing (identified as type 1a) or self-aligning lower ball bearing (identified as type 1b) of the elevator drive fitting.

(2) A "serviceable part" is as identified in SCHEMPP-HIRTH TN No. 278–25, Revision 1: Lower bearing ring with inner bronze

bushing having part number HS4–30.013/1 (identified as type 1d).

##### (h) Required Actions

(1) Within 4 months after the effective date of this AD, inspect the elevator drive fitting to determine if an affected part is installed, in accordance with the instructions of Actions 1. in SCHEMPP-HIRTH TN No. 278–25, Revision 1. A review of glider maintenance records instead of this inspection is acceptable provided it can be conclusively determined from that review if an affected part is installed.

(2) If, during the inspection or maintenance records review required by paragraph (h)(1) of this AD, it is determined that an affected part is installed, within 4 months after the effective date of this AD, replace the affected part with a serviceable part in accordance with the instructions of Actions 2. of SCHEMPP-HIRTH TN No. 278–25, Revision 1.

##### (i) Parts Installation Prohibition

As of the effective date of this AD, do not install an affected part on any glider.

##### (j) 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 (k) of this AD and email to: [AMOC@faa.gov](mailto: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.

##### (k) Additional Information

For more information about this AD, contact Peter Schmitt, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231–3377; email: [peter.a.schmitt@faa.gov](mailto:peter.a.schmitt@faa.gov).

##### (l) 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) SCHEMPP–HIRTH Flugzeugbau GmbH Technical Note No. 278–25, Revision 1, dated July 9, 2024.

(ii) [Reserved]

(3) For SCHEMPP–HIRTH Flugzeugbau GmbH material identified in this AD, contact Schempp-Hirth Flugzeugbau GmbH, Krehenstraße 25, 73230 Kirchheim unter Teck, Germany; phone: +49 7021 7298–0; email: [info@schempp-hirth.com](mailto:info@schempp-hirth.com); website: [schempp-hirth.com](http://schempp-hirth.com).

(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 July 17, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025–13742 Filed 7–21–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF JUSTICE

### 28 CFR Parts 25 and 107

[Docket No. OAG191; AG Order No. 6336–2025]

RIN 1105–AB78

#### Application for Relief From Disabilities Imposed by Federal Laws With Respect to the Acquisition, Receipt, Transfer, Shipment, Transportation, or Possession of Firearms

**AGENCY:** Department of Justice.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Department of Justice (“the Department”) proposes to implement criteria to guide determinations for granting relief from disabilities imposed by Federal laws with respect to the acquisition, receipt, transfer, shipment, transportation, or possession of firearms. In accordance with certain firearms laws and the Second Amendment of the Constitution, the criteria are designed to ensure the fundamental right of the people to keep and bear arms is not unduly infringed, that those granted relief are not likely to act in a manner dangerous to public safety, and that granting such relief would not be contrary to the public interest.

**DATES:** Written comments must be postmarked and electronic comments must be submitted on or before October 20, 2025.

**ADDRESSES:** You may submit comments, identified by docket number (OAG191), by any of the following methods:

• **Federal eRulemaking Portal:**

<https://www.regulations.gov>. Follow the instructions for submitting comments. Commenters should be aware that the electronic Federal Docket Management System will not accept comments after 11:59 p.m. Eastern Time on the last day of the comment period.

• **Mailed Comments:** Paper comments that duplicate an electronic submission are discouraged. Should you wish to mail a paper comment in lieu of submitting comments electronically, it should be sent via regular or express mail to: Kira Gillespie, Deputy Pardon Attorney, Office of the Pardon Attorney, U.S. Department of Justice, 950 Pennsylvania Avenue NW, Washington, DC 20530. Hand-delivered comments will not be accepted. Comments submitted in a manner other than the ones listed above, including emails or letters sent to Department officials, will not be considered comments on the proposed rule and will not receive a response from the Department.

As required by 5 U.S.C. 553(b)(4), a summary of this rule may be found in the docket for this rulemaking at [www.regulations.gov](http://www.regulations.gov).

**FOR FURTHER INFORMATION CONTACT:** Kira Gillespie, Deputy Pardon Attorney, Office of the Pardon Attorney, U.S. Department of Justice, 950 Pennsylvania Avenue NW, Washington, DC 20530; telephone: (202) 514–9251.

#### SUPPLEMENTARY INFORMATION:

##### I. Public Participation

Interested persons are invited to participate in this rulemaking by submitting written data, views, or arguments on all aspects of this rule. The Department specifically requests comments regarding the felony offenses that should be presumptively disqualifying; the felony offenses that should be presumptively disqualifying until a specific length of time; and the appropriate length of time after which the former offenses should not be presumptively disqualifying. The Department also invites comments that relate to the economic or federalism effects that might result from this rule. Comments that will provide the most assistance to the Department in developing these procedures will reference a specific portion of the rule, explain the reason for any recommended change, and include data, information, or authority that supports such recommended change. Comments must be submitted in English.

Each submitted comment should include the agency name and reference Docket No. OAG 191. All properly received comments are considered part of the public record and generally may be made available for public inspection at [www.regulations.gov](http://www.regulations.gov). Such information includes personally identifying information (such as name, address, etc.) voluntarily submitted by the commenter. The Department may, in its discretion, withhold from public viewing information provided in comments that it determines may impact the privacy of an individual or is offensive. But all submissions may be posted, without change, to the Federal eRulemaking Portal at <https://www.regulations.gov>. Therefore, you may wish to limit the amount of personal information you include in your submission.

For additional information, please read the Privacy Act notice that is available via the link in the footer of <http://www.regulations.gov>.

If you want to submit personally identifying information (such as your name, address, etc.) as part of your comment, but do not want it to be posted online, you must include the phrase “PERSONALLY IDENTIFYING INFORMATION” in the first paragraph of your comment and identify what information you want redacted. The redacted personally identifying information will be placed in the agency’s public docket file but not posted online.

If you want to submit confidential business information as part of your comment but do not want it to be posted online, you must include the phrase “CONFIDENTIAL BUSINESS INFORMATION” in the first paragraph of your comment. You also must prominently identify confidential business information to be redacted within the comment. If a comment has so much confidential business information that it cannot be effectively redacted, all or part of that comment may not be posted on [www.regulations.gov](http://www.regulations.gov). The redacted confidential business information will not be placed in the public docket file.

To inspect the agency’s public docket file in person, you must make an appointment with the agency. Please see the **FOR FURTHER INFORMATION CONTACT** paragraph above for agency contact information.

##### II. Background

The federal Gun Control Act seeks “broadly to keep firearms away from the persons Congress classified as potentially irresponsible and