

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:

**2025–15–04 Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.):** Amendment 39–23091; Docket No. FAA–2025–0756; Project Identifier MCAI–2024–00595–T.

#### (a) Effective Date

This airworthiness directive (AD) is effective September 10, 2025.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to all Gulfstream Aerospace LP (Type Certificate previously held by Israel Aircraft Industries, Ltd.) Model Gulfstream G150 airplanes, certificated in any category.

#### (d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks; 32, Landing Gear.

#### (e) Unsafe Condition

This AD was prompted by a determination that a new airworthiness limitation is necessary. The FAA is issuing this AD to prevent failure of the nose landing gear (NLG) actuator-to-strut attachment pin. The unsafe condition, if not addressed, could result in failure of the NLG to retract and lock after take-off or extend and lock before landing.

#### (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, Civil Aviation Authority of Israel (CAAI) AD ISR I–32–24–10–01R1, revised October 15, 2024 (CAAI AD ISR I–32–24–10–01R1).

#### (h) Exceptions to CAAI AD ISR I–32–24–10–01R1

(1) Where CAAI AD ISR I–32–24–10–01R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) The initial compliance time for doing the task specified in the Action paragraph of CAAI AD ISR I–32–24–10–01R1 is at the applicable “discard” interval as specified in the material referenced in the Action paragraph of CAAI AD ISR I–32–24–10–01R1, or within 3 months after the effective date of this AD, whichever occurs later.

(3) Where the Action paragraph of CAAI AD ISR I–32–24–10–01R1 specifies to “incorporate AMM Revision 29”, this AD requires replacing that text with “revise the existing maintenance or inspection program, as applicable, by incorporating the Nose Landing Gear Actuator to Nose Landing Gear Strut Attachment Pin task identified in AMM Revision 29”.

#### (i) Provisions for Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals are allowed unless they are approved as specified in the provisions of paragraph (j)(1) of this AD.

#### (j) 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 (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 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 CAAI; or CAAI’s authorized Designee. If approved by the CAAI Designee, the approval must include the Designee’s authorized signature.

#### (k) Additional Information

For more information about this AD, contact Fatin Saumik, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516–228–7350; email [fatin.r.saumik@faa.gov](mailto:fatin.r.saumik@faa.gov).

#### (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 this AD specifies otherwise.

(i) Civil Aviation Authority of Israel (CAAI) AD ISR I–32–24–10–01R1, revised October 15, 2024.

(ii) [Reserved]

(3) For CAAI material identified in this AD, contact CAAI, P.O. Box 1101, Golan Street, Airport City, 70100, Israel; telephone 972–3–9774665; fax 972–3–9774592; email [aip@mot.gov.il](mailto:aip@mot.gov.il). You may find this material on the CAAI website at [www.gov.il/en/pages/israeli-airworthiness-directives](http://www.gov.il/en/pages/israeli-airworthiness-directives).

(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 August 1, 2025.

**Christopher R. Parker,**

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

[FR Doc. 2025–14870 Filed 8–5–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2025–1724; Project Identifier AD–2025–01178–T; Amendment 39–23096; AD 2025–15–09]

**RIN 2120–AA64**

#### Airworthiness Directives; The Boeing Company Airplanes

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2024–15–03, which applied to all The Boeing Company Model 777 airplanes. AD 2024–15–03 required identifying the part number, and the serial number if applicable, of the Captain’s and First

Officer's seats and applicable on-condition actions for affected seats. AD 2024–15–03 also required a one-time detailed inspection and repetitive checks of the horizontal movement system (HMS) for the Captain's and First Officer's seats and applicable on-condition actions. Since the FAA issued AD 2024–15–03, the FAA determined that AD 2024–15–03 contains an error when providing conditions for taking credit using a previous revision of the service information. This AD requires the actions of AD 2024–15–03 and revises paragraph (j) of this AD to clarify which actions are not required. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective August 21, 2025.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of October 15, 2024 (89 FR 72976, September 9, 2024).

The FAA must receive comments on this AD by September 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](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) by searching for and locating Docket No. FAA–2025–1724; 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, any comments received, and other information. The street address for Docket Operations is listed above.

**Material Incorporated by Reference:**

- For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Boulevard, MC 110–SK57, Seal Beach, CA 90740–5600; phone 562–797–1717; website [myboeingfleet.com](https://myboeingfleet.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–2025–1724.

**FOR FURTHER INFORMATION CONTACT:** Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone 206–231–3584; email [Julie.Linn@faa.gov](mailto:Julie.Linn@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Comments Invited**

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include “Docket No. FAA–2025–1724 and Project Identifier AD–2025–01178–T” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, 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 final rule 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 final rule.

##### **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 AD 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 AD, 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 AD. Submissions containing CBI should be sent to Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone 206–231–3584; email [Julie.Linn@faa.gov](mailto:Julie.Linn@faa.gov). Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

##### **Background**

The FAA issued AD 2024–15–03, Amendment 39–22794 (89 FR 72976,

September 9, 2024) (AD 2024–15–03), for all The Boeing Company Model 777–200, –200LR, –300, –300ER, and 777F series airplanes. AD 2024–15–03 superseded AD 2019–16–05, Amendment 39–19708 (84 FR 45895, September 23, 2019), and required identifying the part number, and the serial number if applicable, of the Captain's and First Officer's seats and applicable on-condition actions for affected seats, including inspecting the fore/aft and vertical manual control levers for looseness, installing serviceable seats, and doing a seat functional test after any cable adjustment. AD 2024–15–03 also required a one-time detailed inspection and repetitive checks of the HMS for the Captain's and First Officer's seats and applicable on-condition actions, including clearing the seat tracks of foreign object debris (FOD), overhauling the HMS, and replacing the horizontal stabilizer. AD 2024–15–03 was prompted by reports of uncommanded fore and aft movement of the Captain's and First Officer's seats. The FAA issued AD 2024–15–03 to address uncommanded fore and aft movement of the Captain's and First Officer's seats which, during a critical part of a flight such as takeoff or landing, could cause a flight control obstruction or unintended flight control input, which could result in the loss of the ability to control the airplane.

##### **Actions Since AD 2024–15–03 Was Issued**

Since the FAA issued AD 2024–15–03, the FAA determined that paragraph (j) of AD 2024–15–03 inadvertently provided credit for the actions in both paragraphs (g) and (h) of AD 2024–15–03 for a seat that met the criteria in any row of Figure 1 to paragraph (j) of AD 2024–15–03. The FAA intended to provide credit for the actions in paragraph (g) of AD 2024–15–03 if the airplane records show that a seat meets the conditions pertaining to Boeing Special Attention Service Bulletin 777–25–0607 Revision 1, dated July 17, 2018; and credit for the actions in paragraph (h) of AD 2024–15–03 if the airplane records show that a seat meets the conditions pertaining to Boeing Special Attention Service Bulletin 777–25–0619, Revision 1, dated August 8, 2018.

##### **FAA's Determination**

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

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

The FAA reviewed Boeing Special Attention Service Bulletin 777–25–0607, Revision 2, dated January 27, 2023, which the Director of the Federal Register approved for incorporation by reference as of October 15, 2024 (89 FR 72976, September 9, 2024).

The FAA also reviewed Boeing Special Attention Service Bulletin 777–25–0619, Revision 2, dated January 27, 2023, which the Director of the Federal Register approved for incorporation by reference as of October 15, 2024 (89 FR 72976, September 9, 2024).

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.

**AD Requirements**

This AD retains all requirements of AD 2024–15–03, except that this AD corrects paragraph (j) of AD 2024–15–03. This AD requires accomplishing the actions specified in the material already described, except for any differences identified as exceptions in the regulatory text of this AD.

**Justification for Immediate Adoption and Determination of the Effective Date**

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because of the urgency to correct AD 2024–15–03 to ensure compliance. AD 2024–15–03 does not fully address the unsafe condition because it allows operators to forego complying with required corrective actions and inspections when the Captain’s or First Officer’s seat has not met the necessary conditions. Paragraph (j) of AD 2024–

15–03 incorrectly provides credit for all actions in the AD when the credit should be limited to the service information applicable to the airplane configuration. Without limiting the extent of the credit given, the unsafe condition still exists. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

**Regulatory Flexibility Act**

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

**Costs of Compliance**

The FAA estimates that this AD affects 286 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

**ESTIMATED COSTS FOR REQUIRED ACTIONS PER SEAT**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Identification, seat (retained actions from AD 2024–15–03).	1 work-hour × \$85 per hour = \$85.	\$0	\$85 .....	\$24,310.
Detailed inspection, HMS (retained actions from AD 2024–15–03).	1 work-hour × \$85 per hour = \$85.	0	\$85 .....	\$24,310.
Checks, HMS (retained actions from AD 2024–15–03).	2 work-hours × \$85 per hour = \$170 per check cycle.	0	\$170 per check cycle .....	\$48,620 per check cycle.

The FAA estimates the following costs to do any on-condition actions that would be required based on the results

of the inspection. The FAA has no way of determining the number of aircraft

that might need these on-condition actions:

**ON-CONDITION ACTIONS PER SEAT \***

Action	Labor cost	Parts cost	Cost per product
Adjustment, control lever cable .....	1 work-hour × \$85 per hour = \$85 .....	\$0 .....	\$85.
Overhaul, HMS .....	11 work-hours × \$85 per hour = \$935 .....	Up to \$5,824 .....	Up to \$6,759.
Inspection of each seat’s fore/aft and vertical manual control levers.	1 work-hour × \$85 per hour = \$85 per seat ...	\$0 .....	\$85 per seat.
Installation of serviceable seats .....	1 work-hour × \$85 per hour = \$85 per seat ...	\$0 .....	\$85 per seat.
Clearing FOD .....	1 work-hour × \$85 per hour = \$85 per seat ...	\$0 .....	\$85 per seat.
Replacement of the horizontal actuator .....	1 work-hour × \$85 per hour = \$85 per actuator.	\$7,937 per actuator ....	\$8,022 per actuator.
Operational test, adjusted control lever cable	1 work-hour × \$85 per hour = \$85 per seat ...	\$0 .....	\$85 per seat.

\* The estimated cost for tooling to align an affected seat for adjustment of the control lever cable is up to \$46,064.

## 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, and
- (2) Will not affect intrastate aviation in Alaska.

## 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:
  - a. Removing Airworthiness Directive (AD) 2024–15–03, Amendment 39–

22794 (89 FR 72976, September 9, 2024); and

- b. Adding the following new AD:

### 2025–15–09 The Boeing Company:

Amendment 39–23096; Docket No. FAA–2025–1724; Project Identifier AD–2025–01178–T.

#### (a) Effective Date

This airworthiness directive (AD) is effective August 21, 2025.

#### (b) Affected ADs

This AD replaces AD 2024–15–03, Amendment 39–22794 (89 FR 72976, September 9, 2024) (AD 2024–15–03).

#### (c) Applicability

This AD applies to all The Boeing Company Model 777–200, –200LR, –300, –300ER, and 777F series airplanes, certificated in any category.

#### (d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/furnishings.

#### (e) Unsafe Condition

This AD was prompted by reports of uncommanded fore/aft movement of the Captain's and First Officer's seats. The FAA is issuing this AD to address uncommanded fore/aft movement of the Captain's and First Officer's seats. Uncommanded fore/aft seat movement during a critical part of a flight, such as takeoff or landing, and could cause a flight control obstruction or unintended flight control input, which could result in the loss of the ability to control the airplane.

#### (f) Compliance

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

#### (g) Seat Part Number Identification and On-Condition Actions

Except as specified in paragraphs (i) and (j) of this AD: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777–25–0607, Revision 2, dated January 27, 2023, do an inspection to determine the part number, and serial number as applicable, of the Captain's and First Officer's seats, and all applicable on-condition actions, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777–25–0607, Revision 2, dated January 27, 2023. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number and serial number of the Captain's and First Officer's seats can be conclusively determined from that review.

#### (h) Detailed Inspection, and Repetitive Checks of Horizontal Movement System and On-Condition Actions

Except as specified in paragraphs (i) and (j) of this AD: At the applicable times specified

in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777–25–0619, Revision 2, dated January 27, 2023, do all applicable actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777–25–0619, Revision 2, dated January 27, 2023. Actions identified as terminating action in Boeing Special Attention Service Bulletin 777–25–0619, Revision 2, dated January 27, 2023, terminate the applicable required actions of this AD, provided the terminating action is done in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777–25–0619, Revision 2, dated January 27, 2023.

#### (i) Exceptions to Service Bulletin Specifications

(1) Where Boeing Special Attention Service Bulletin 777–25–0619, Revision 2, dated January 27, 2023, uses the phrase "the Original issue date of this service bulletin," this AD requires replacing those words with "October 8, 2019 (the effective date of AD 2019–16–05)".

(2) Where Boeing Special Attention Service Bulletin 777–25–0607, Revision 2, dated January 27, 2023, specifies compliance for certain actions "within 72 months after the Original Issue date of this service bulletin," this AD requires replacing those words with "within 36 months after October 8, 2019 (the effective date of AD 2019–16–05)".

(3) Where Boeing Special Attention Service Bulletin 777–25–0607, Revision 2, dated January 27, 2023, specifies compliance for certain actions "within 36 months after the Revision 2 date of this service bulletin," this AD requires compliance within 36 months after October 15, 2024 (the effective date of AD 2024–15–03).

#### (j) Acceptable Conditions for Compliance

If the airplane records show that an Ipeco Captain's or First Officer's seat installed on an airplane meets the conditions in any of the seven rows for Boeing Special Attention Service Bulletin 777–25–0607, Revision 1, dated July 17, 2018, in Figure 1 to paragraph (j) of this AD, then the actions in paragraph (g) of this AD are not required for that seat. If the airplane records show that an Ipeco Captain's or First Officer's seat meets the conditions in any of the five rows for Boeing Special Attention Service Bulletin 777–25–0619, Revision 1, dated August 8, 2018, in Figure 1 to paragraph (j) of this AD, then the actions specified in paragraph (h) of this AD are not required for that seat.

#### Figure 1 to Paragraph (j)—Alternative Acceptable Seats

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Actions done in accordance with Boeing Special Attention Service Bulletin –	Actions done in accordance with Ipeco Service Bulletin–	Having Ipeco Part Number –	And additional required conditions –
777-25-0607, Revision 1, dated July 17, 2018	None	3A258-0041-01-2 or 3A258-0042-01-2	No additional conditions required.
	201-25-04, Issue 2, dated March 28, 2014; or Issue 3, dated March 4, 2020; or Issue 4, dated January 28, 2021	3A201-0007-01-1 or 3A201-0008-01-1	The manual override cable maintenance has been completed on the seat in accordance with Ipeco Component Maintenance Manual 25-10-87, Revision 28, dated December 13, 2013, or subsequent revisions up to and including Revision 53, dated November 30, 2023.
	201-25-04, Issue 4, dated January 28, 2021	3A201-0007-01-1Z or 3A201-0008-01-1Z	The manual override cable maintenance has been completed on the seat in accordance with Ipeco Component Maintenance Manual 25-10-87, Revision 28, dated December 13, 2013, or subsequent revisions up to and including Revision 53, dated November 30, 2023.
	258-25-08, Issue 4, dated April 25, 2014; or Issue 5, dated March 4, 2020; or Issue 6, dated January 28, 2021	3A258-0041-01-1 or 3A258-0042-01-1	Does not have a serial number identified by the effectivity of the referenced Ipeco service bulletins.
	258-25-08, Issue 4, dated April 25, 2014; or Issue 5, dated March 4, 2020; or Issue 6, dated January 28, 2021	3A258-0041-01-1 or 3A258-0042-01-1	The manual override cable maintenance has been completed on the seat in accordance with Ipeco Component Maintenance Manual 25-11-38, Revision 21, dated December 12, 2013, or subsequent revisions up to and including Revision 53, dated December 4, 2023.
	258-25-08, Issue 6, dated January 28, 2021	3A258-0041-01-1Z or 3A258-0042-01-1Z	Does not have a serial number identified by the effectivity of the referenced Ipeco service bulletin.
	258-25-08, Issue 6, dated January 28, 2021	3A258-0041-01-1Z or 3A258-0042-01-1Z	The manual override cable maintenance has been completed on the seat in accordance with Ipeco Component Maintenance Manual 25-11-38, Revision 21, dated December 12, 2013, or subsequent revisions up to and including Revision 53, dated December 4, 2023.
Installation per Boeing Special Attention Service Bulletin –	And installation per Ipeco Service Bulletin –	Having Ipeco Part Number –	And additional required conditions –

777-25-0619, Revision 1, dated August 8, 2018	None	3A201-0007-01-1Z, 3A201-0008-01-1Z, 3A258-0041-01-2, 3A258-0041-01-1Z, 3A258-0042-01-2, or 3A258-0042-01-1Z	No additional conditions required.
	201-25-07, Issue 3, dated January 9, 2018; or Issue 4, dated April 20, 2020	3A201-0007-01-1 or 3A201-0008-01-1	Has a horizontal actuator with Artus part number AD8650503 at "Amendment C" or later.
	201-25-08, Issue 4, dated January 29, 2018; or Issue 5, dated April 20, 2020; or Issue 6, dated April 6, 2021	3A201-0007-01-1 or 3A201-0008-01-1	Has a horizontal actuator with Artus part number AD8650503 at "Amendment C" or later.
	258-25-13, Issue 3, dated November 27, 2017; or Issue 4, dated April 28, 2020; or Issue 5, dated November 1, 2021	3A258-0041-01-1 or 3A258-0042-01-1	Has a horizontal actuator with Artus part number AD8650503 at "Amendment C" or later.
	258-25-14, Issue 4, dated January 29, 2018; or Issue 5, dated April 28, 2020	3A258-0041-01-1 or 3A258-0042-01-1	Has a horizontal actuator with Artus part number AD8650503 at "Amendment C" or later.

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

(4) AMOCs approved for AD 2019-16-05 are approved as AMOCs for the corresponding provisions of Boeing Special Attention Service Bulletin 777-25-0607,

Revision 2, dated January 27, 2023, and Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023, that are required by paragraphs (g) and (h) of this AD.

(5) Except as required by paragraph (i) of this AD: For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (k)(5)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

**(l) Related Information**

For more information about this AD, contact Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone 206-231-3584; email [Julie.Linn@faa.gov](mailto:Julie.Linn@faa.gov).

**(m) 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.

(3) The following material was approved for IBR on October 15, 2024 (89 FR 72976, September 9, 2024).

(i) Boeing Special Attention Service Bulletin 777-25-0607, Revision 2, dated January 27, 2023.

(ii) Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023.

(4) For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Boulevard, MC 110-SK57, Seal Beach, CA 90740-5600; phone 562-797-1717; website [myboeingfleet.com](http://myboeingfleet.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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on August 4, 2025.

**Peter A. White,**

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

[FR Doc. 2025–14933 Filed 8–5–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 73

[Docket No. FDA–2021–C–0522]

#### Listing of Color Additives Exempt From Certification; Gardenia (Genipin) Blue; Correction

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final amendment; order; correction.

**SUMMARY:** The Food and Drug Administration (FDA or we) is correcting the order entitled “Listing of Color Additives Exempt from Certification; Gardenia (Genipin) Blue”. In the order, FDA amended the color additive regulations to provide for the safe use of gardenia (genipin) blue in various foods, at levels consistent with good manufacturing practice (GMP). The order inadvertently misstated the methanol specification. This document corrects that error.

**DATES:** Effective August 29, 2025.

**FOR FURTHER INFORMATION CONTACT:** Stephen DiFranco, Office of Pre-market Additive Safety, Human Foods Program, Food and Drug Administration, 5001 Campus Dr., College Park, MD 20740, 240–402–2710; or Deirdre Jurand, Office of Policy, Regulations, and Information, Human Foods Program, Food and Drug Administration, 5001 Campus Dr., College Park, MD 20740, 240–402–2378.

**SUPPLEMENTARY INFORMATION:** In FR Doc. 2025–13175, appearing on page 31586 in the **Federal Register** of Tuesday, July 15, 2025, the following corrections are made:

1. In the **SUPPLEMENTARY INFORMATION** section, in subsection II: Background, on page 31588, in the first column, in the middle of the first full paragraph, “6 mg/kg (6 ppm)” is corrected to read “300 mg/kg (300 ppm)”.

#### **§ 73.168 [Corrected]**

2. On page 31590, in the second column, in § 73.168, in paragraph (b)(3), “Methanol, not more than 6 mg/kg (6 ppm).” is corrected to read “Methanol, not more than 300 mg/kg (300 ppm).”

Dated: August 1, 2025.

**Grace R. Graham,**

*Deputy Commissioner for Policy, Legislation, and International Affairs.*

[FR Doc. 2025–14905 Filed 8–5–25; 8:45 am]

**BILLING CODE 4164–01–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 100

[Docket No. USCG–2025–0473]

#### Special Local Regulation; Marine Events Within the Eleventh Coast Guard District—Swim for Special Operations Forces.

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notification of enforcement of regulation.

**SUMMARY:** The Coast Guard will enforce the special local regulation on the waters of San Diego Bay, CA, during the Swim for Special Operations Forces on September 13, 2025. This special local regulation is necessary to provide for the safety of the participants, crew, sponsor vessels of the event, and general users of the waterway. During the enforcement period, persons and vessels are prohibited from entering, transiting through, or anchoring within this regulated area unless authorized by the Captain of the Port, or his designated representative.

**DATES:** The regulations in 33 CFR 100.1101 for the location described in Item 16 in table 1 to § 100.1101, will be enforced from 7:30 a.m. until Noon on September 13, 2025.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this notification of enforcement, call or email Lieutenant Shelley Turner, Waterways Management, U.S. Coast Guard Sector San Diego, CA; telephone (619) 278–7656, email [MarineEventsSD@uscg.mil](mailto:MarineEventsSD@uscg.mil).

**SUPPLEMENTARY INFORMATION:** The Coast Guard will enforce the special local regulations in 33 CFR 100.1101 for the location identified in Item No. 16 in table 1 to § 100.1101, from 7:30 a.m. until Noon on September 13, 2025, for the Swim for Special Operations Forces in San Diego Bay, CA. This action is being taken to provide for the safety of life on the navigable waterways during the event. Our regulation for recurring marine events in the San Diego Captain of the Port Zone, § 100.1101, Item No. 16 in table 1 to § 100.1101, specifies the location of the regulated area for the

Swim for Special Operations Forces, which encompasses portions of San Diego Bay. Under the provisions of § 100.1101, persons and vessels are prohibited from entering, transiting through, or anchoring within this regulated area unless authorized by the Captain of the Port, or his designated representative. The Coast Guard may be assisted by other Federal, State, or local law enforcement agencies in enforcing this regulation.

In addition to this document in the **Federal Register**, the Coast Guard will provide the maritime community with advance notification of this enforcement period via the Local Notice to Mariners and marine information broadcasts.

**R.C. Tucker,**

*Captain, U.S. Coast Guard, Captain of the Port San Diego.*

[FR Doc. 2025–14899 Filed 8–5–25; 8:45 am]

**BILLING CODE 9110–04–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket Number USCG–2024–1102]

RIN 1625–AA11

#### Regulated Navigation Area; Ludington Harbor Channel and Pere Marquette Lake, Ludington, MI

**AGENCY:** Coast Guard, DHS.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is establishing a regulated navigation area to control vessel movement for certain waters of Lake Michigan, the Ludington Harbor Channel, and Pere Marquette Lake in Ludington, MI. This action is necessary to provide for the safety of life, environment, and property on these navigable waters due to hazardous conditions resulting from increased vessel traffic congestion.

**DATES:** This rule is effective without actual notice August 6, 2025. For the purposes of enforcement, actual notice will be used from 01 Aug 2025 until August 6, 2025.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2024–1102 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this rule, call