

TABLE 1 TO PARAGRAPH (g)—AFFECTED HPT 1ST STAGE AND HPT 2ND STAGE HUBS

Part	P/N	S/N	Removal cycle limit (cycles since new)
HPT 1st-stage hub	2A5001	PKLBSK9287	100
HPT 1st-stage hub	2A5001	PKLBSS9200	4,800
HPT 1st-stage hub	2A5001	PKLBST5011	5,500
HPT 1st-stage hub	2A5001	PKLBST7489	6,200
HPT 2nd-stage hub	2A4802	PKLBST5005	4,000
HPT 2nd-stage hub	2A4802	PKLBSS9840	3,900
HPT 2nd-stage hub	2A4802	PKLBSS0301	5,000
HPT 2nd-stage hub	2A4802	PKLBSR2100	6,000

(h) Installation Prohibition

After the effective date of this AD, do not install an HPT 1st-stage hub or HPT 2nd-stage hub that has a P/N and S/N listed in table 1 to paragraph (g) of this AD in any engine.

(i) Definitions

For the purpose of this AD:

(1) A “part eligible for installation” is an HPT 1st-stage hub or HPT 2nd-stage hub having a P/N and S/N that is not listed in table 1 to paragraph (g) of this AD.

(2) An “engine shop visit” is the induction of an engine into the shop for maintenance involving the separation of any major mating engine flanges, H–P, except for the following situations, which do not constitute an engine shop visit:

(i) Separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance.

(ii) Engine removal for the purpose of performing field maintenance activities at a maintenance facility in lieu of performing them on-wing.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520 Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: AMOC@faa.gov.

(2) 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 Carol Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7655; email: carol.nguyen@faa.gov.

(l) Material Incorporated by Reference

None.

Issued on June 9, 2025.

Lona C. Saccomando,

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

[FR Doc. 2025–10764 Filed 6–12–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY**Coast Guard****33 CFR Part 110**

[Docket Number USCG–2025–0324]

RIN 1625–AA01

Anchorage Regulations; Anchorage D & E Disestablishment, Chicago, IL

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to disestablish Anchorage D, Chicago Harbor Lock South, and Anchorage E, Chicago Harbor Lock North, in Chicago, IL. This action is necessary to reflect that these two Federal anchorage areas are no longer in use by commercial or recreational vessels. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or July 14, 2025.

ADDRESSES: You may submit comments identified by docket number USCG–2025–0324 using the Federal Decision-Making Portal at <https://www.regulations.gov>. See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rulemaking, call or email Lieutenant Commander Jessica Anderson, Sector

Lake Michigan Waterways Management Division, U.S. Coast Guard; telephone 414–747–7182, email Jessica.P.Anderson@uscg.mil.

SUPPLEMENTARY INFORMATION:**I. Table of Abbreviations**

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background, Purpose, and Legal Basis

Anchorage area D, Chicago Harbor Lock South, and Anchorage area E, Chicago Harbor Lock North, were established on August 19, 1985. During the comment period, the local Park District noted that the area north of the locks (anchorage E) could restrict access to future recreation boating developments south of the Navy Pier and that there were plans to develop the slope north of Navy Pier. As the waters of Chicago Harbor are not exclusively for recreational boating needs, commercial vessel needs supported the establishment of the anchorage area. At the time, the new locations provided a slight transit time advantage to the marine towing industry. Anchorages D and E were utilized as temporary mooring areas for towing vessels and tows during inclement weather while awaiting a change of towing vessels.

The Ninth District Commander has determined that, following a 2023 Anchorage Grounds Risk Assessment, Anchorages D and E are no longer in use and their disestablishment would not reduce safety of navigation. Therefore, it is pertinent to revise the current anchorage regulations in 33 CFR 110.205 by removing subparagraphs (a)(4) and (a)(5) to disestablish Anchorages D and E and revise the text in 33 CFR 110.205(b)(7) to remove references to Anchorages D and E.

The purpose of this rulemaking is to disestablish these two anchorage grounds in Chicago, IL. The Coast Guard

is proposing this rulemaking under authority in 46 U.S.C. 70006 and 70034.

III. Discussion of Proposed Rule

The Coast Guard is proposing to revise the current anchorage regulations in 33 CFR 110.205 to remove subparagraphs (a)(4) and (a)(5) to disestablish Anchorages D and E. Additionally, we are proposing to revise the text in subparagraph (b)(7) to remove the references to Anchorages D and E. The regulatory text we are proposing appears at the end of this document.

IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive Orders.

A. Regulatory Planning and Review

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. This NPRM has not been designated a “significant regulatory action” under section 3(f) of Executive Order 12866. Accordingly, the NPRM has not been reviewed by the Office of Management and Budget (OMB).

This regulatory action determination is based on the previous rulemaking and the disestablishment of these anchorages reducing the scope of the previous regulation.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities.

This regulatory action determination is based on the lack of use of Anchorage D and Anchorage E by both commercial and recreational users. The Ninth District Commander has determined the disestablishment of the anchorages poses no risks to the safety of life and property for the maritime public.

If you think that your business, organization, or governmental

jurisdiction qualifies as a small entity and that this proposed rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

C. Collection of Information

This proposed rule would not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

D. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132 (Federalism), if it has 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. We have analyzed this proposed rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this proposed rule does not have Tribal implications under Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments) because it would not have a substantial direct effect on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. If you believe this proposed rule has implications for federalism or Indian Tribes, please call or email the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

E. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions

that may result in the expenditure by a State, Local, or Tribal Government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this proposed rule would not result in such an expenditure, we do discuss the potential effects of this proposed rule elsewhere in this preamble.

F. Environment

We have analyzed this proposed rule under Department of Homeland Security Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321–4370f), and have made a preliminary determination that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This proposed rule involves disestablishing two anchorage areas in vicinity of Chicago, IL that are no longer in use. Normally such actions are categorically excluded from further review under paragraph L59(b) of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1. A Record of Environmental Consideration is not required for actions that disestablish or reduce the size of anchorage grounds. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

V. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

Submitting comments. We encourage you to submit comments through the Federal Decision-Making Portal at <https://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG–2025–0324 in the search box and click “Search.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If you cannot submit your material by using <https://www.regulations.gov>, call or email the person in the **FOR FURTHER INFORMATION**

CONTACT section of this proposed rule for alternate instructions.

Viewing material in docket. To view documents mentioned in this proposed rule as being available in the docket, find the docket as described in the previous paragraph, and then select “Supporting & Related Material” in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the <https://www.regulations.gov> Frequently Asked Questions web page. Also, if you click on the Dockets tab and then the proposed rule, you should see a “Subscribe” option for email alerts. The option will notify you when comments are posted, or a final rule is published.

We review all comments received, but we will only post comments that address the topic of the proposed rule. We may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

Personal information. We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions to the docket in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

List of Subjects in 33 CFR Part 110

Anchorage grounds.

For the reasons set forth in the preamble, the Coast Guard proposes to amend 33 CFR part 110 as follows:

PART 110—ANCHORAGE REGULATIONS

■ 1. The authority citation for part 110 continues to read as follows:

Authority: 33 U.S.C. 2071; 46 U.S.C. 70006, 70034; 33 CFR 1.05–1; Department of Homeland Security Delegation No. 00170.1, Revision No. 01.3.

■ 2. Amend § 110.205 by:

■ a. Removing paragraphs (a)(4) and (5); and

■ b. Revising paragraph (b)(7).

The revision reads as follows:

§ 110.205 Chicago Harbor, Ill.

* * * * *

(b) * * *

(7) No vessel may use anchorages A or B except commercial vessels operated for profit. No person may place floats or buoys for making moorings or anchors in place in anchorages A and B. No person may place fixed moorings piles or stakes in anchorages A and B.

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Dated: April 24, 2025.

J.P. Hickey,

Rear Admiral, U.S. Coast Guard, Commander, Ninth District.

[FR Doc. 2025–10765 Filed 6–12–25; 8:45 am]

BILLING CODE 9110–04–P

POSTAL REGULATORY COMMISSION

39 CFR Part 3030

[Docket Nos. RM2021–2, RM2022–5, RM2022–6, and RM2024–4; Order No. 8893]

RIN 3211–AA37

System for Regulating Rates and Classes for Market Dominant Products

AGENCY: Postal Regulatory Commission.

ACTION: Notice of proposed rulemaking.

SUMMARY: The notice of proposed rulemaking proposes revisions to the system for regulating rates and classes for Market Dominant products (ratemaking system). In Order No. 8891, the Commission determined that the ratemaking system was not achieving the statutory objectives. Two proposed revisions address concerns: restricting rate adjustments to once per fiscal year from 2025 to 2030 and ensuring workshare discounts align with avoided costs to enhance efficiency by closing a regulatory gap allowing excessive passthrough reductions. These proposals aim to enhance predictability, reduce administrative burden, and maximize efficiency and cost reduction, ensuring a ratemaking system that better fulfills the statutory objectives. This document informs the public of the filing, invites public comment, and takes other administrative steps.

DATES: *Comments are due:* July 14, 2025.

ADDRESSES: Submit comments electronically via the Commission’s Filing Online system at <https://www.prc.gov>. Those who cannot submit comments electronically should contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section by telephone for advice on filing alternatives. The Rule Summary can be found on the Commission’s Rule Summary Page at <https://www.prc.gov/rule-summary-page>.

FOR FURTHER INFORMATION CONTACT: David A. Trissell, General Counsel, at 202–789–6820.

SUPPLEMENTARY INFORMATION:

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- II. Basis of Proposed Rules
- III. Proposed Rules

I. Background

On April 5, 2024, the Commission issued an advance notice of proposed rulemaking seeking comments on the Commission’s review of the system for regulating rates and classes for Market Dominant products (ratemaking system).¹ In Order No. 8891, the Commission determined that the system for regulating rates and classes for Market Dominant products was not achieving the objectives appearing in 39 U.S.C. 3622(b), taking into account the factors in 39 U.S.C. 3622(c) and has determined to undertake a phased approach to considering modifications necessary to achieve the statutory objectives.²

II. Basis of Proposed Rules

Pursuant to 39 U.S.C. 503 and 3622, the Commission considers proposed revisions to its rules pertaining to two aspects of the ratemaking system at this time.

First, in response to Order No. 7032, many commenters express their concerns about the frequency of the Market Dominant rate adjustments that the Postal Service has implemented since the issuance of Order No. 5763. Since the issuance of Order No. 5763, the Postal Service established a schedule of implementing rate adjustments twice each year, with a few exceptions. Commenters generally assert that the Postal Service’s current schedule of twice-per-year Market Dominant rate adjustments frustrates the achievement of the statutory objectives to “create predictability and stability in rates” and to “reduce the administrative burden and increase the transparency of the ratemaking process” as provided by Objectives 2 and 6 respectively. See 39 U.S.C. 3622(b)(2) and (6). To address the observed weaknesses relating to

¹ Docket Nos. RM2021–2, RM2022–6, RM2022–5 and RM2024–4, Advance Notice of Proposed Rulemaking on the Statutory Review of the System for Regulating Rates and Class for Market Dominant Products, April 5, 2024 (Order No. 7032) (89 FR 25554, April 11, 2024). The Commission previously reviewed the ratemaking system and adopted final rules via Order No. 5763. See generally Docket No. RM2027–3, Order Adopting Final Rules for the System of Regulating Rates and Classes for Marketing Dominant Products, November 30, 2020 (5763) (85 FR 81124, December 15, 2020). After the final rules took effect on January 14, 2021, the Postal Service filed several rate adjustments for Market Dominant products, and Market Dominant volume and pieces declined year-over-year. These declines and stakeholder concerns prompted the Commission to initiate another review of the ratemaking system. See generally Order No. 7032.

² Order Presenting Findings on the Statutory Review of the System for Regulating Rates and Classes for Market Dominant Products (Phase 1 Completion), June 9, 2025 (Order No. 8891); Procedural Order on Phased Rulemaking, June 9, 2025 (Order No. 8892).