

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 has determined that 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,
- (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:
- a. Removing Airworthiness Directive 2023–26–05, Amendment 39–22648 (88 FR 90091, December 29, 2023); and
  - b. Adding the following new airworthiness directive:

**2025–10–10 Pilatus Aircraft Ltd.:**  
Amendment 39–23044; Docket No. FAA–2025–0208; Project Identifier MCAI–2024–00555–A.

#### (a) Effective Date

This airworthiness directive (AD) is effective July 7, 2025.

#### (b) Affected ADs

This AD replaces AD 2023–26–05, Amendment 39–22648 (88 FR 90091, December 29, 2023) (AD 2023–26–05).

#### (c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC–24 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2024–0181R1, dated September 24, 2024 (EASA AD 2024–0181R1).

#### (d) Subject

Joint Aircraft System Component (JASC) Code 2721, Rudder Tab Control System.

#### (e) Unsafe Condition

This AD was prompted by a determination that the titanium threaded bolts installed at the forward end of the short rudder trim tab actuating rods could be subject to unexpectedly high oscillating loads due to aerodynamic forces acting on the rudder trim tab. The FAA is issuing this AD to address the unsafe condition. The unsafe condition, if not addressed, could result in failure of the titanium threaded bolts with consequent damage to the rudder and rudder trim tab, which could result in loss of rudder control and reduced or loss of control of the airplane.

#### (f) Compliance

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

#### (g) Required Actions

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2024–0181R1.

#### (h) Exceptions to EASA AD 2024–0181R1

(1) Where EASA AD 2024–0181R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2024–0181R1 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where paragraph (1) of EASA AD 2024–0181R1 specifies “as required by EASA AD 2023–0219–E”, this AD requires replacing that text with “as required by AD 2023–26–05.”

(4) Where the material identified in EASA AD 2024–0181R1 specifies to “discard” certain parts, this AD requires replacing that text with “remove from service.”

(5) This AD does not adopt the Remarks section of EASA AD 2024–0181R1.

#### (i) 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, mail it to the address identified in paragraph (j) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@faa.gov). If mailing information, also submit information by email. 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. Only Global AMOC letter 731–

24–00656, dated July 24, 2024, approved for AD 2023–26–05, is approved as an AMOC for the corresponding provisions of this AD.

#### (j) 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](mailto:doug.rudolph@faa.gov).

#### (k) 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) European Union Aviation Safety Agency (EASA) AD 2024–0181R1, dated September 24, 2024.

(ii) [Reserved]

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

(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 May 22, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025–09885 Filed 5–30–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2025–0400; Airspace Docket No. 25–AEA–4]

**RIN 2120–AA66**

### Revocation of Class D and Class E4 Airspace; Establishment of Class E2 Airspace; Amendment of Class E5 Airspace, Aberdeen, MD

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

**ACTION:** Final rule.

**SUMMARY:** This action removes Class D and E4 airspace at Phillips Army Airfield (AAF), Aberdeen, MD, due to the closure of the air traffic control

tower. This action establishes Class E2 airspace extending upward from the surface above Phillips AAF at the request of the United States Army to provide the required airspace for Instrument Flight Rules (IFR) operations at Phillips AAF. This action also amends Class E5 airspace to accommodate the decommissioning of the Aberdeen non-directional radio beacon (NDB) and cancellation of the associated instrument approach procedures. Controlled airspace is necessary for the safety and management of IFR operations in the area for existing instrument approaches.

**DATES:** Effective 0901 UTC, October 2, 2025. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours a day, 365 days a year.

FAA Order JO 7400.11J, Airspace Designations, and Reporting Points, as well as subsequent amendments, can be viewed online at [www.faa.gov/air-traffic/publications/](http://www.faa.gov/air-traffic/publications/). For further information, you may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; Telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-5589.

**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the

scope of that authority, as it removes Class D and E4, establishes Class E2, and amends Class E5 airspace in Aberdeen, MD.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA 2025-0400 in the **Federal Register** (90 FR 14591; April 3, 2025), proposing to remove Class D and E4 airspace, establish Class E2 airspace extending upward from the surface, and amend Class E5 airspace at Phillips Army Airfield, Aberdeen, MD. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

**Changes From NPRM**

An editorial change was made to remove the detailed airspace legal descriptions from the Aberdeen, MD, Class D and E4 airspace in this final rule. The inclusion of the detailed descriptions of the Aberdeen, MD, Class D and E4 airspace in the NPRM was unnecessary since they are being removed. This final rule lists only the bold headings for these airspace descriptions, with the instructions for them to be removed. As this constitutes a ministerial change that does not alter legal obligations associated with the airspace, good cause exists for not recirculating the NPRM.

**Incorporation by Reference**

Class D and E airspace designations are published in paragraphs 5000, 6002, 6004, and 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

**The Rule**

This action amends 14 CFR part 71 to remove Class D and E4 airspace, establish Class E2 airspace and amend Class E5 airspace for Phillips AAF, Aberdeen, MD.

This action removes the Class D and Class E4 airspaces extending upward from the surface above Phillips Army Airfield (AAF), Aberdeen, MD, as the air traffic control tower is permanently

closed and no longer provides air traffic control services.

This action establishes Class E airspace extending upward from the surface that is required to support the existing RNAV approach servicing Phillips AAF and at the request of the United States Army. Controlled airspace is necessary for the safety and management of IFR operations for existing instrument approaches at Phillips AAF.

This action amends Class E5 airspace extending upward from 700 feet above the surface for Phillips AAF, Aberdeen, MD, to accommodate airspace reconfiguration due to the decommissioning of Aberdeen's non-directional radio beacon (NDB) and the associated cancellation of the NDB approaches. The reconfiguration removes the extension from the 8.3-mile radius of Phillips AAF extending clockwise from the 260° bearing to the 030° bearing from the airport leaving only the 6.9-mile radius Class E5 airspace that is required for existing approaches into Phillips AAF.

**Regulatory Notices and Analyses**

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

**Lists of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**The Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

**§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

**AEA MD D Aberdeen, MD [Removed]**

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*Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.*

\* \* \* \* \*

**AEA MD E4 Aberdeen, MD [Removed]**

\* \* \* \* \*

*Paragraph 6002 Class E Airspace Areas Designated as Surface Areas.*

\* \* \* \* \*

**AEA MD E2 Aberdeen, MD [New]**

Phillips AAF, MD

(Lat. 39°27'56" N, long. 76°10'06" W)

That airspace extending upward from the surface within a 4.4-mile radius of Phillips AAF; excluding that airspace in Restricted Area R-4001A when it is in effect. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The specific date and time will thereafter be continuously published in the Chart Supplement.

\* \* \* \* \*

*Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.*

\* \* \* \* \*

**AEA MD E5 Aberdeen, MD [Amended]**

Phillips AAF, MD

(Lat. 39°27'56" N, long. 76°10'06" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Phillips AAF excluding the airspace

in Restricted Areas R-4001A and R-4001B when they are in effect.

\* \* \* \* \*

Issued in College Park, Georgia, on May 27, 2025.

**Patrick Young,**

*Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2025–09856 Filed 5–30–25; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

**[Docket No. FAA–2025–0316; Airspace Docket No. 25–ASO–3]**

**RIN 2120–AA66**

**Amendment of Class D Airspace and Establishment of Class E Airspace; Warner Robins, GA**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Class D airspace and establishes Class E airspace extending upward from the surface above Robins AFB, Warner Robins, GA, as the air traffic control tower will shift to part-time operations. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at this airport.

**DATES:** Effective 0901 UTC, August 7, 2025. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours a day, 365 days a year.

FAA Order JO 7400.11J, Airspace Designations, and Reporting Points, as well as subsequent amendments, can be viewed online at [www.faa.gov/air-traffic/publications/](http://www.faa.gov/air-traffic/publications/). For further information, you may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

**FOR FURTHER INFORMATION CONTACT:** Rachel Cruz, Operations Support Group,

Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; telephone: (404) 305–5571.

**SUPPLEMENTARY INFORMATION:****Authority For This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority, as it would amend Class D and establish Class E airspace in Warner Robins, GA.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA–2025–0316 in the **Federal Register** (90 FR 11686; March 11, 2025), proposing to amend Class D and establish Class E airspace in Warner Robins, GA. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

**Incorporation by Reference**

Class D and Class E airspace designations are published in paragraphs 5000 and 6002 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This amendment to 14 CFR part 71 modifies Class D airspace for Robins AFB, Warner Robins, GA as the air traffic control tower will no longer be full-time. This action also establishes Class E surface airspace over Robins AFB, Warner Robins, GA. Controlled airspace is necessary for the safety and