

or traffic conflict, which may result in mid-air collision.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin B787-81205-SB220004-00 RB, Issue 001, dated April 22, 2025, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787-81205-SB220004-00 RB, Issue 001, dated April 22, 2025.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787-81205-SB220004-00, Issue 001, dated April 22, 2025, which is referred to in Boeing Alert Requirements Bulletin B787-81205-SB220004-00 RB, Issue 001, dated April 22, 2025.

(h) Exceptions to Service Bulletin Specifications

Where the Boeing Recommended Compliance Time column of the table in the "Compliance" paragraph of Boeing Alert Requirements Bulletin B787-81205-SB220004-00 RB, Issue 001, dated April 22, 2025, refers to the Issue 001 date of Requirements Bulletin B787-81205-SB220004-00 RB, this AD requires using the effective date of this AD.

(i) 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 (j)(1) of this AD. Information may be emailed to: 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.

(j) Related Information

(1) For more information about this AD, contact Michael Closson, Aviation Safety Engineer, FAA, 2200 South 216th St., Des

Moines, WA 98198; phone: 206-231-3973; email: Michael.P.Closson@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (k)(3) this AD.

(k) 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 the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin B787-81205-SB220004-00 RB, Issue 001, dated April 22, 2025.

(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.

(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 or email fr.inspection@nara.gov.

Issued on September 29, 2025.

Lona C. Saccomando,

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

[FR Doc. 2025-20014 Filed 11-14-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-4000; Project Identifier AD-2025-00440-T]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain The Boeing Company Model 747-8F series airplanes. This proposed AD was prompted by reports of cracking in stringers and splice fittings located at stringer splices at multiple body stations. This proposed AD would require an inspection of each free flange of the stringers at the stringer splice for

radius fillers at certain fastener locations, an inspection for cracking of the stringers and stringer splice fittings at certain stringer splice locations, and applicable on-condition actions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by January 2, 2026.

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. 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 under Docket No. FAA-2025-4000; 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, 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 proposed 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.

- 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 under Docket No. FAA-2025-4000.

FOR FURTHER INFORMATION CONTACT:

Taylor Stanley, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 407-852-7677; email: taylor.stanley@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 the **ADDRESSES** section. Include "Docket No. FAA-2025-4000; Project Identifier AD-2025-00440-T" at the

beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Taylor Stanley, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 407-852-7677; email: *taylor.stanley@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 2023-12-18, Amendment 39-22477 (88 FR 43251,

July 7, 2023) (AD 2023-12-18), for certain The Boeing Company Model 747-8 and -8F series airplanes. AD 2023-12-18 was prompted by reports of cracking in stringers and splice fittings located at stringer splices at multiple body stations. AD 2023-12-18 requires an inspection of each free flange of the stringers at the stringer splice for the presence of radius fillers at fastener locations, an inspection for cracking of the stringers and stringer splice fittings at certain stringer splice locations, and applicable on-condition actions. The agency issued AD 2023-12-18 to address cracking in stringers and splice fittings located at stringer splices, which could result in the inability of a structural element to sustain limit load and could affect structural integrity of the airplane.

Actions Since AD 2023-12-18 Was Issued

Since the FAA issued AD 2023-12-18, the FAA received in-service stringer crack reports on stringers at circumferential splice joints. Recent testing indicates that certain materials are the root cause of the stringer cracks at the circumferential splice joints. Existing inspections for airplanes having line numbers 1564 through 1574 inclusive may not provide adequate damage detection before a loss of limit load capability. These airplane line numbers are not included in the effectivity of Boeing Alert Requirements Bulletin 747-53A2907 RB, dated March 3, 2022. Therefore, these affected airplanes are not included in the applicability of AD 2023-12-18, which refers to the requirements bulletin as the appropriate source of service information.

Boeing has issued Boeing Alert Requirements Bulletin 747-53A2907 RB, Revision 1, dated March 14, 2025, which adds the affected airplanes to its effectivity (identified as Group 3 airplanes). To address the unsafe condition on these additional airplanes, the FAA has determined that a stand-alone AD is more appropriate as that

will be a less burdensome approach for airplanes identified in AD 2023-12-18.

FAA's Determination

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.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Boeing Alert Requirements Bulletin 747-53A2907 RB, Revision 1, dated March 14, 2025. This material specifies procedures for an inspection of each free flange of the stringers at the stringer splice for radius fillers at the fastener locations, a detailed inspection for cracking of the stringers and stringer splice fittings at certain stringer splice locations, and applicable on-condition actions. On-condition actions include detailed inspections for cracking or radius fillers, removal or installation of radius fillers, and contacting Boeing for repair instructions and doing the repair (*i.e.*, replacement of a cracked splice channel).

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.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in the material already described, except for any differences identified as exceptions in the regulatory text of this proposed AD. For information on the procedures and compliance times, see this material at *regulations.gov* under Docket No. FAA-2025-4000.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 11 airplanes 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
Inspection for radius filler	Up to 124 work-hours × \$85 per hour = \$10,540.	None	Up to \$10,540	Up to \$115,940.
Inspection for cracking	Up to 244 work-hours × \$85 per hour = \$20,740.	None	Up to \$20,740	Up to \$228,140.

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

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

the number of aircraft that might need these actions:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Inspection for cracking or for radius fillers	1 work-hour × \$85 per hour = \$85	None	\$85 per inspection location.
Removal and installation of radius fillers ...	7 work-hours × \$85 per hour = \$595	None	595 per location.
Replacement of cracked splice channel	300 work-hours × \$85 per hour = \$25,500	\$809	26,309 per replacement.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected operators.

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:

The Boeing Company: Docket No. FAA–2025–4000; Project Identifier AD–2025–00440–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by January 2, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747–8F series airplanes, certificated in any category, identified as Group 3 in Boeing Alert Requirements Bulletin 747–53A2907 RB, Revision 1, dated March 14, 2025.

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by reports of cracking in stringers and splice fittings located at stringer splices at multiple body stations. The FAA is issuing this AD to address such cracking, which could result in the inability of a structural element to sustain limit load and could adversely affect the structural integrity of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 747–53A2907 RB, Revision 1, dated March 14, 2025, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements

Bulletin 747–53A2907 RB, Revision 1, dated March 14, 2025.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 747–53A2907, Revision 1, dated March 14, 2025, which is referred to in Boeing Alert Requirements Bulletin 747–53A2907 RB, Revision 1, dated March 14, 2025.

(h) Exceptions to Requirements Bulletin Specifications

(1) Where the Compliance Time columns of the tables in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 747–53A2907 RB, Revision 1, dated March 14, 2025, refer to the Revision 1 date of Requirements Bulletin 747–53A2907 RB, this AD requires using the effective date of this AD.

(2) Where Boeing Alert Requirements Bulletin 747–53A2907 RB, Revision 1, dated March 14, 2025, specifies contacting Boeing for repair instructions: This AD requires doing the repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(i) 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 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 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.

(j) Additional Information

(1) For more information about this AD, contact Taylor Stanley, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 407–852–7677; email: taylor.stanley@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (k)(3) of this AD.

(k) 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 the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 747-53A2907 RB, Revision 1, dated March 14, 2025.

(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.

(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 or email fr.inspection@nara.gov.

Issued on November 7, 2025.

Peter A. White,

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

[FR Doc. 2025-20010 Filed 11-14-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

14 CFR Ch. II

[Docket No. DOT-OST-2024-0062]

RIN 2105-AF20

Airline Passenger Rights; Withdrawal

AGENCY: Office of the Secretary (OST), Department of Transportation (Department or DOT).

ACTION: Advance notice of proposed rulemaking (ANPRM); withdrawal.

SUMMARY: The Department is withdrawing the ANPRM on Airline Passenger Rights issued on December 11, 2024. The ANPRM sought public comment on a potential regulatory action that would require airlines to provide passengers affected by significant flight disruptions with a variety of costly measures. The withdrawal of this ANPRM is consistent with Executive Order (E.O.) 14192, “Unleashing Prosperity Through

Deregulation,” which directs Federal agencies to reduce regulatory burdens, and E.O. 14219, “Ensuring Lawful Governance and Implementation of the President’s ‘Department of Government Efficiency’ Deregulatory Agenda,” which directs Federal agencies to identify and to repeal or to modify regulations that are unlawful or unauthorized.

DATES: The Department of Transportation is withdrawing the advance notice proposed rulemaking published December 11, 2024 (89 FR 99760) as of November 17, 2025.

ADDRESSES:

For more information: Heather Filemyr, John Wood, or Blane A. Workie, Office of Aviation Consumer Protection, U.S. Department of Transportation, 1200 New Jersey Ave. SE, Washington, DC 20590, 202-366-9342, 202-366-7152 (fax), C70Notice@dot.gov (email). Please include RIN 2105-AF20 in the subject line of the message.

Electronic Access: Docket: For access to the docket to read background documents and comments received, go to the street address listed above or visit <http://www.regulations.gov>. Enter the docket number DOT-OST-2024-0062 in the search field.

SUPPLEMENTARY INFORMATION:

A. Background

On December 11, 2024, the Department issued an ANPRM titled, “Airline Passenger Rights.”¹ In that ANPRM, the Department requested public comment on possible measures to address air travel consumers affected by cancellations and lengthy delays. The Department explained that it was considering proposing to require airlines to provide passengers affected by significant flight delays and cancellations with cash compensation, free rebooking, and amenities such as meals, lodging for overnight delays, and transportation to and from lodging. The Department also requested comment on whether it should require airlines to offer free rebooking to passengers with a disability (and others in the same travel party) when one or more accessibility features needed by the passenger with a disability is unavailable.

On January 31, 2025, the President signed Executive Order (E.O.) 14192, “Unleashing Prosperity Through Deregulation,” to reduce the private expenditures required to comply with Federal regulations and to ensure the cost of planned regulations is

responsibly managed and controlled through a rigorous regulatory budgeting process. Pursuant to E.O. 14192, it is the policy of the executive branch to be prudent and financially responsible in the expenditure of funds, from both public and private sources, and to alleviate unnecessary regulatory burdens placed on the American people. On February 19, 2025, the President issued Executive Order 14219, “Ensuring Lawful Governance and Implementation of the President’s ‘Department of Government Efficiency’ Deregulatory Agenda,” which states that the policy of the Administration is to focus the executive branch’s limited enforcement resources on regulations squarely authorized by constitutional Federal statutes and to commence the deconstruction of the overbearing and burdensome administrative state. Consistent with these orders, the Department published a Request for Information (RFI) that sought comments and information to assist DOT in identifying existing regulations, guidance documents, paperwork requirements, and other regulatory obligations that can be modified or repealed, consistent with law, to ensure that DOT administrative actions do not undermine the national interest and that DOT achieves meaningful burden reduction while continuing to meet statutory obligations, and to ensure the safety of the U.S. transportation system.²

This notice discusses the Department’s review of public comments, existing laws addressing the rights of consumers affected by significant flight disruptions, and the application of executive branch policies to the Airline Passenger Rights rulemaking.

B. Public Comments

The Department received approximately 350 comments on the ANPRM during the public comment period. Commenters included airlines and airline associations, consumer advocacy groups, disability rights groups, individual consumers, a ticket agent association, and an organization that submits compensation claims to airlines on behalf of consumers. After the public comment period on the ANPRM, the Department also received eight comments in response to the Department’s RFI that specifically addressed the ANPRM.³

² See 90 FR 14593 (Apr. 3, 2025).

³ The Department also received several comments on the RFI from airlines that expressed general support for the comments of the International Air Transport Association without specifically mentioning this rulemaking. Comments on the RFI