

Moines, WA 98198; phone: (781) 238-7146; email: barbara.caufield@faa.gov.

(I) 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) Transport Canada AD CF-2023-60, dated August 14, 2023.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; phone: (888) 663-3639; email: TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca; website: tc.canada.ca/en/aviation.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. 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 or email fr.inspection@nara.gov.

Issued on March 6, 2025.

Peter A. White,

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

[FR Doc. 2025-04441 Filed 3-18-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2024-2420; Project Identifier MCAI-2024-00143-T; Amendment 39-22978; AD 2025-05-06]

RIN 2120-AA64

Airworthiness Directives; De Havilland Aircraft of Canada Limited (Type Certificate Previously Held by Bombardier, Inc.) Airplanes

Correction

In rule document, 2025-03880, appearing on pages 11800 through 11802, in the issue of Wednesday, March 12, 2025, make the following correction:

■ On page 11800, in the second column, under the heading **DATES**, in the first and second lines, “April 18, 3036” should read “April 16, 2025”.

■ On page 11801, in the third column, on the twentieth line from the bottom of

the page, Section 39.13 is corrected as set forth below.

* * * * *

§ 39.13 [Corrected]

* * * * *

(a) Effective Date

This airworthiness directive (AD) is effective April 16, 2025.

* * * * *

[FR Doc. C1-2025-03880 Filed 3-13-25; 5:15 pm]

BILLING CODE 0099-10-D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2023-2151; Project Identifier AD-2023-00984-T; Amendment 39-22990; AD 2025-06-02]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes. This AD was prompted by a report of a 5-inch crack on the upper wing skin at a certain wing station of the right wing. This AD requires repetitive inspections for cracking of the upper wing skin common to certain fasteners and applicable on-condition actions. The FAA is issuing this AD to address the unsafe condition on these products. **DATES:** This AD is effective April 23, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 23, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2023-2151; 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 address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

• 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.

• 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-2023-2151.

FOR FURTHER INFORMATION CONTACT: Luis Cortez-Muniz, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3958; email: Luis.A.Cortez-Muniz@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes. The NPRM published in the **Federal Register** on November 17, 2023 (88 FR 80216). The NPRM was prompted by a report of a 5-inch crack on the upper wing skin at wing station (WSTA) 460 of the right wing. In the NPRM, the FAA proposed to require repetitive inspections for cracking of the upper wing skin common to certain fasteners and applicable on-condition actions, including repair.

The FAA issued a supplemental notice of proposed rulemaking (SNPRM) to amend 14 CFR part 39 by adding an AD that would apply to all The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes. The SNPRM published in the **Federal Register** on September 20, 2024 (89 FR 77049). The SNPRM was prompted by reports from Boeing of two events of cracking at the fastener 6 and 7 locations where the cracks initiated in the spanwise (inboard/outboard) direction. These cracks were detected only because of a repair accomplished on an adjacent fastener. The areas around the repaired fasteners were subsequently inspected with an open hole high frequency eddy current (HFEC) inspection, rather than with the ultrasonic (UT) inspection that was proposed in the NPRM. The SNPRM therefore proposed to require open hole HFEC inspections instead of UT inspections. The FAA is issuing this AD to address the possibility of an undetected upper wing skin crack.