rear spar and cracking on the elevator front spar. The FAA is issuing this AD to address this condition, which, if not detected and corrected, may cause failure of an elevator PCU fitting (bracket) or fracture the front spar into two segments; either structural failure may cause a jam in one elevator or a loss of airplane pitch control if both elevators are affected.

(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, Transport Canada AD CF–2024–10.

(h) Exceptions to Transport Canada AD CF–2024–10

(1) Where Transport Canada AD CF–2024–10 refers to the effective date of AD CF–2018–34 (December 31, 2018), this AD requires using October 9, 2019 (the effective date of AD 2019–16–09).

(2) Where Transport Canada AD CF–2024–10 refers to hours air time, this AD requires using flight hours.

(3) Where Transport Canada AD CF–2024–10 refers to ''if cracks or damage'', this AD requires replacing that text with ''if any crack or damage''.

(4) Where Transport Canada AD CF–2024–10 specifies actions if certain conditions are found on ''rear spar assembly P/N 85517044 and/or elevator assembly P/N 85527021'', this AD requires replacing that text with ''rear spar assembly P/N 85517044 or elevator assembly P/N 85527021''.

(5) Where Transport Canada AD CF–2024–10 specifies ''after inspecting as required by AD CF–2018–34'', this AD requires replacing that text with ''after inspecting as specified in Bombardier Service Bulletin 84–55–09 or de Havilland Aircraft of Canada Limited Service Bulletin 84–55–09''.

(6) Where paragraph B. of Part I and paragraph A. of Part II of Transport Canada AD CF–2024–10 specify a compliance time to do a repeat inspection, this AD allows the inspection to be done within 90 days after the effective date of this AD.

(i) No Reporting Requirement

Although the material referenced in Transport Canada AD CF–2024–10 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Optional Terminating Action for Repetitive Inspections

(1) For airplane serial numbers 4001 and 4003 through 4058 inclusive on which any inspection specified in Section 3.B. of the Accomplishment Instructions of Bombardier Service Bulletin 84–55–09 or de Havilland Aircraft of Canada Limited Service Bulletin 84–55–09 has been done: Replacement of existing PCU fittings with redesigned PCU fittings in accordance with Part I, paragraph B., of Transport Canada AD CF–2025–19, dated March 24, 2025, terminates the requirements of paragraph (g) of this AD.

(2) For airplane serial numbers 4059 through 4580 inclusive on which any inspection specified in Section 3.B. of the Accomplishment Instructions of Bombardier Service Bulletin 84–55–09 or de Havilland Aircraft of Canada Limited Service Bulletin 84–55–09 has been done: Replacement of existing PCU fittings with redesigned PCU fittings in accordance with Part II, paragraphs B. and C., of Transport Canada AD CF–2025–19, dated March 24, 2025, terminates the requirements of paragraph (g) of this AD.

(k) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph A. of Part I of Transport Canada AD CF–2024–10, as required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84–55–09, dated June 7, 2018; or de Havilland Aircraft of Canada Limited Service Bulletin 84–55–09, Revision A, dated January 10, 2020.

(l) 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, International Validation Branch, send it to the attention of the person identified in paragraph (m)(1) of this AD and email to: *AMOC@faa.gov*.

(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 Transport Canada; or De Havilland Aircraft of Canada Limited's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(m) Additional Information

(1) For more information about this AD, contact Yaser Osman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7300; email: *9-avs-nyaco-cos@faa.gov*.

(2) For Bombardier or De Havilland Aircraft of Canada Limited material identified in this AD that is not incorporated by reference, contact De Havilland Aircraft of Canada Limited, Dash 8 Series Customer Response Centre, 5800 Explorer Drive, Mississauga, Ontario, L4W 5K9, Canada; telephone North America (toll-free): 855–310–1013, Direct: 647–277–5820; email *thd@dehavilland.com;* website *dehavilland.com.*

(n) 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) Transport Canada AD CF–2024–10, dated March 1, 2024.

(ii) Transport Canada AD CF–2025–19, dated March 24, 2025.

(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; telephone 888–663–3639; email *TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca*. You may find this material on the Transport Canada website at *tc.canada.ca/en/aviation*.

(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 16, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–18757 Filed 9–25–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–1109; Project Identifier MCAI–2025–00025–T; Amendment 39–23144; AD 2025–19–04]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2024–22–02, which applied to certain Airbus SAS Model A330–200, –200 Freighter, –300, –800, and –900 series airplanes. AD 2024–22–02 required revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. Since the FAA issued AD 2024–22–02, the FAA has determined that new or more restrictive airworthiness limitations are necessary. This AD continues to require certain actions in AD 2024–22–02 and requires revising the existing maintenance or

inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 31, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 31, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of December 17, 2024 (89 FR 88881, November 12, 2024).

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–1109; 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, the mandatory continuing airworthiness information (MCAI), 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 European Union Aviation Safety Agency (EASA) material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*.
- 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–2025–1109.

FOR FURTHER INFORMATION CONTACT: Camille Seay, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817–222–5149; email: *camille.l.seay@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2024–22–02, Amendment 39–22873 (89 FR 88881, November 12, 2024) (AD 2024–22–02). AD 2024–22–02 applied to certain Airbus SAS Model A330–200, –200 Freighter, –300, –800, and –900 series airplanes. AD 2024–22–02 required revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA issued AD 2024–22–02 to address fatigue cracking, accidental damage, and corrosion in principal structural elements, which could result in reduced structural integrity of the airplane.

The NPRM was published in the **Federal Register** on June 17, 2025 (90 FR 25517). The NPRM was prompted by AD 2025–0015, dated January 13, 2025 (EASA AD 2025–0015) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states new or more restrictive airworthiness limitations have been developed. Airplanes with an original airworthiness certificate or original export certificate of airworthiness issued after November 26, 2024, must comply with the airworthiness limitations specified as part of the approved type design and referenced on the type certificate data sheet; this AD therefore does not include those airplanes in the applicability.

In the NPRM, the FAA proposed to continue to require certain actions in AD 2024–22–02 and to require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations, as specified in EASA AD 2025–0015. The FAA is issuing this AD to address fatigue cracking, accidental damage, and corrosion in principal structural elements, which could result in reduced structural integrity of the airplane.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–1109.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from Air Line Pilots Association, International (ALPA) who supported the NPRM without change.

Conclusion

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0015, which specifies procedures for new or more restrictive airworthiness limitations for airplane structures.

This AD also requires EASA AD 2024–0011, dated January 10, 2024, which the Director of the Federal Register approved for incorporation by reference as of December 17, 2024 (89 FR 88881, November 12, 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.

Costs of Compliance

The FAA estimates that this AD affects 126 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

The FAA estimates the total cost per operator for the retained actions from AD 2024–22–02 to be $7,650 (90 work-hours × $85 per work-hour).

The FAA has determined that revising the existing maintenance or inspection program takes an average of 90 work-hours per operator, although the agency recognizes that this number may vary from operator to operator. Since operators incorporate maintenance or inspection program changes for their affected fleet(s), the FAA has determined that a per-operator estimate is more accurate than a per-airplane estimate.

The FAA estimates the total cost per operator for the new actions to be $7,650 (90 work-hours × $85 per work-hour).

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,

(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 (AD) 2024–22–02, Amendment 39–22873 (89 FR 88881, November 12, 2024); and

■ b. Adding the following new AD:

2025–19–04 Airbus SAS: Amendment 39–23144; Docket No. FAA–2025–1109; Project Identifier MCAI–2025–00025–T.

(a) Effective Date

This airworthiness directive (AD) is effective October 31, 2025.

(b) Affected ADs

This AD replaces AD 2024–22–02, Amendment 39–22873 (89 FR 88881, November 12, 2024) (AD 2024–22–02).

(c) Applicability

This AD applies to Airbus SAS airplanes identified in paragraphs (c)(1) through (5) of this AD, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before November 26, 2024.

(1) Model A330–201, –202, –203, –223, and –243 airplanes.

(2) Model A330–223F and –243F airplanes.

(3) Model A330–301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes.

(4) Model A330–841 airplanes.

(5) Model A330–941 airplanes.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address fatigue cracking, accidental damage, and corrosion in principal structural elements. The unsafe condition, if not addressed, could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Revision of the Existing Maintenance or Inspection Program, With New Terminating Action

This paragraph restates the requirements of paragraph (j) of AD 2024–22–02, with new terminating action. For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before October 20, 2023: Except as specified in paragraph (h) of this AD, comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2024–0011, dated January 10, 2024 (EASA AD 2024–0011). Accomplishing the revision of the existing maintenance or inspection program required by paragraph (j) of this AD terminates the requirements of this paragraph.

(h) Retained Exceptions to EASA AD 2024–0011, With No Changes

This paragraph restates the exceptions specified in paragraph (k) of AD 2024–22–02, with no changes.

(1) This AD does not adopt the requirements specified in paragraphs (1) and (2) of EASA AD 2024–0011.

(2) Paragraph (3) of EASA AD 2024–0011 specifies revising ''the approved AMP'' within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after December 17, 2024 (the effective date of AD 2024–22–02).

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2024–0011 is at the applicable ''associated thresholds'' as incorporated by the requirements of paragraph (3) of EASA AD 2024–0011, or within 90 days after December 17, 2024 (the effective date of AD 2024–22–02), whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (4) and (5) of EASA AD 2024–0011.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2024–0011.

(6) This AD does not require incorporating Section 4, ''Damage Tolerant-Airworthiness Limitations Items-Tasks Beyond MPPT,'' of ''the ALS'' specified in EASA 2024–0011.

(i) Retained Provisions for Alternative Actions and Intervals, With a New Exception

This paragraph restates the provisions of paragraph (l) of AD 2024–22–02, with a new exception. Except as required by paragraph (j) of this AD, no alternative actions (*e.g.,* inspections) and intervals are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2024–0011.

(j) New Revision of the Existing Maintenance or Inspection Program

Except as specified in paragraph (k) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2025–0015, dated January 13, 2025 (EASA AD 2025–0015). Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraph (g) of this AD.

(k) Exceptions to EASA AD 2025–0015

(1) This AD does not adopt the requirements specified in paragraphs (1) and (2) of EASA AD 2025–0015.

(2) Paragraph (3) of EASA AD 2025–0015 specifies to ''revise the AMP'' within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2025–0015 is at the applicable ''associated thresholds'' as incorporated by the requirements of paragraph (3) of EASA AD 2025–0015, or within 90 days after the effective date of this AD, whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (4) and (5) of EASA AD 2025–0015.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0015.

(6) This AD does not require incorporating Section 4, ''Damage Tolerant-Airworthiness Limitations Items-Tasks Beyond MPPT'', of ''the ALS'' specified in EASA 2025–0015.

(l) New Provisions for Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (*e.g.,* inspections) and intervals are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2025–0015.

(m) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* 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 (n) of this AD and email 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) *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, AIR–520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(n) Additional Information

For more information about this AD, contact Camille Seay, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817–222–5149; email: *camille.l.seay@faa.gov*.

(o) 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 31, 2025.

(i) European Union Aviation Safety Agency (EASA) AD 2025–0015, dated January 13, 2025.

(ii) [Reserved]

(4) The following material was approved for IBR on December 17, 2024 (89 FR 88881, November 12, 2024).

(i) EASA AD 2024–0011, dated January 10, 2024.

(ii) [Reserved]

(5) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*.

(6) 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.

(7) 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 11, 2025.

Peter A. White,

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

[FR Doc. 2025–18760 Filed 9–25–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–2037; Airspace Docket No. 25–AEA–14]

RIN 2120–AA66

Amendment of Class D Airspace and Establishment of Class E2 Airspace Over Hampton, VA

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 Langley Air Force Base (AFB), Hampton, VA, as the air traffic control tower will shift to part-time operations. This action also updates the geographic coordinates of the airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

DATES: Effective 0901 UTC, January 22, 2026. 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* 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. An electronic copy of this document may also be downloaded from *www.federalregister.gov*.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, as well as subsequent amendments, can be viewed online at *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 amends Class D and E airspace in Hampton, VA.

History

The FAA published an NPRM for Docket No. FAA–2025–2037 in the **Federal Register** (90 FR 35251; July 25, 2025), proposing to amend Class D airspace and establish Class E airspace extending upward from the surface above Langley Air Force Base (AFB), Hampton, VA. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Three comments were received, none of which provided substantive feedback on the proposal. One comment appeared to be responding to a different rulemaking by a different agency, unrelated to the instant proposal.

Differences From the NPRM

Subsequent to the publication of the NPRM, the FAA discovered that the legal descriptions for both the Class D and Class E2 airspace areas for Langley AFB incorrectly identified the location as ''Hampton Roads, VA'' but should instead read, ''Hampton, VA.'' Accordingly, this final rule incorporates corrective revisions to the location information within the text headers for the affected airspace, bringing them into compliance with FAA Order JO 7400.2. Because this is an administrative change that imposes no additional requirements on users of the airspace, the FAA has determined that good cause exists to proceed with this action without recirculating the NPRM for public comment.

Incorporation by Reference

Class D and 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 latest version of that order, FAA Order JO 7400.11K,