(c) Applicability

This AD applies to Textron Aviation Inc. Model airplanes, certificated in any category, identified in paragraphs (c)(1) through (4) of this AD.

(1) Model B200GT, serial numbers (S/Ns) BY–335, BY–356, BY–443, BY–453, BY–454.

(2) Model B200CGT, S/Ns BZ–4 through BZ–9.

(3) Model B300, S/Ns FL–1173 through FL–1175 inclusive, FL–1177, FL–1181, FL–1184 through FL–1186 inclusive, FL–1189, FL–1193, FL–1197 through FL–1202 inclusive, FL–1210, FL–1211, FL–1213, FL–1218, FL–1220 through FL–1222 inclusive, FL–1225, FL–1228 through FL–1230 inclusive, FL–1232, FL–1233, FL–1240 through FL–1242 inclusive, FL–1244, FL–1245, FL–1249 through FL–1251 inclusive, FL–1253, FL–1257 through FL–1259 inclusive, FL–1262, FL–1265, FL–1266, FL–1269, FL–1271, FL–1275, FL–1276, FL–1277, FL–1280, FL–1284, FL–1286, FL–1287, FL–1290, FL–1291, FL–1293, FL–1296, FL–1305, FL–1310, FL–1315 through FL–1317 inclusive, FL–1319, and FL–1320.

(4) Model B300C, S/Ns FM–78 through FM–86, FM–88, FM–90 through FM–92 inclusive, FM–94, FM–96 through FM–107 inclusive, and FM–110.

(d) Subject

Joint Aircraft System Component (JASC) Code 2720, Rudder Control System.

(e) Unsafe Condition

This AD was prompted by a report of rudder control pushrod failure during a production ground run caused by sheared rivets off of a rudder control pushrod. The FAA is issuing this AD to detect and address incorrect rivets. The unsafe condition, if not addressed, could result in rudder jam or loss of rudder control, which could lead to loss of control of the airplane during flight or ground operations.

(f) Compliance

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

(g) Required Actions

(1) Within 20 hours time-in-service or 30 days, whichever occurs first after the effective date of this AD, do a visual inspection of the attaching rivets of the pilot and copilot rudder control pushrods for incorrect rivets in accordance with the Accomplishment Instructions, paragraphs 4. and 5., of Beechcraft Mandatory Service Letter (SL) MTL–27–07, dated July 25, 2025 (Beechcraft Mandatory SL MTL–27–07).

(2) Depending on the results of the visual inspection required by paragraph (g)(1) of this AD, do the following, as applicable:

(i) If two soft rivets are found adjacent to each other on the same rod end for one rudder control pushrod, before further flight, replace with rivet part number MS20470AD4–12 in accordance with the Accomplishment Instructions, paragraph 7., of Beechcraft Mandatory SL MTL–27–07.

(ii) If one soft rivet and one hard rivet are installed on any of the four rod ends, within 200 flight hours or 12 months of the visual inspection required by paragraph (g)(1) of this AD, whichever occurs first after the effective date of this AD, replace the soft rivet with rivet part number MS20470AD4–12 in accordance with the Accomplishment Instructions, paragraph 7., of Beechcraft Mandatory SL MTL–27–07.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Central Certification 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 Central Certification Branch, send it to the attention of the person identified in paragraph (i) 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.

(i) Additional Information

For more information about this AD, contact David Enns, Aviation Safety Engineer, FAA, 1801 S Airport Road, Wichita, KS 67209; phone: (316) 946–4147; email: *david.enns@faa.gov*.

(j) 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) Beechcraft Mandatory Service Letter MTL–27–07, dated July 25, 2025.

(ii) [Reserved]

(3) For Beechcraft material identified in this AD, contact Textron Aviation Inc., One Cessna Boulevard, Wichita, KS 67215; phone: (316) 517–6061; email: *customercare@txtav.com;* website: *www.txtav.com.*

(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* or email *fr.inspection@nara.gov*.

Issued on September 30, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–19354 Filed 9–30–25; 4:15 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–1358; Project Identifier AD–2025–00620–T; Amendment 39–23152; AD 2025–19–12]

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 737–600, –700, –700C, –800, –900, and –900ER series airplanes. This AD was prompted by a report of improper grinding of the inner diameter of the main landing gear (MLG) outer cylinders, resulting in possible heat damage to the outer cylinders. This AD requires a records check or inspection to determine if an affected outer cylinder is installed and replacing all affected outer cylinders. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 6, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 6, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–1358; 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 Westminster 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–2025–1358.

FOR FURTHER INFORMATION CONTACT: Stefanie Roesli, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3964; email: *stefanie.n.roesli@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 737–600, –700, –700C, –800, –900, and –900ER series airplanes. The NPRM was published in the **Federal Register** on July 8, 2025 (90 FR 30027). The NPRM was prompted by a report of improper grinding of the inner diameter of the MLG outer cylinders, resulting in possible heat damage to the outer cylinders. In the NPRM, the FAA proposed to require a records check or inspection to determine if an affected outer cylinder is installed and replacing all affected outer cylinders. The FAA is issuing this AD to address heat damage to the MLG outer cylinders. The unsafe condition, if not addressed, could cause failure of a principal structural element to sustain its limit load or collapse of the MLG, which could result in loss of control of the airplane or runway departure.

Discussion of Final Airworthiness Directive

Comments

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

The FAA received an additional comment from Aviation Partners Boeing (APB). The following presents the comment received on the NPRM and the FAA's response to the comment.

Effect of Winglets on Accomplishment of the Proposed Actions

APB stated that the installation of winglets per Supplemental Type Certificate (STC) ST00830SE does not affect accomplishment of the actions specified in the proposed AD.

The FAA agrees that STC ST00830SE does not affect the ability to accomplish the actions required by this AD. The FAA has not changed the AD in this regard.

Conclusion

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 Boeing Alert Requirements Bulletin 737–32A1585 RB, dated January 15, 2024. This material specifies procedures for performing a maintenance records check or an inspection of the left and right MLG outer cylinders to determine if any affected part numbers and serial numbers are installed and replacing affected outer cylinders. 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 1,833 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection or maintenance records check for affected parts.	2 work-hours × $85 per hour = $170	$0	$170	$311,610

The FAA estimates the following costs to do any replacement that would be required based on the results of the inspection or maintenance records check. The agency has no way of determining the number of airplanes that might need this replacement:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replacement of MLG outer cylinder (166 affected parts).	62 work-hours × $85 per hour = $5,270	$265,000	$270,270 per MLG outer cylinder.

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 adding the following new airworthiness directive:

2025–19–12 The Boeing Company: Amendment 39–23152; Docket No. FAA–2025–1358; Project Identifier AD–2025–00620–T.

(a) Effective Date

This airworthiness directive (AD) is effective November 6, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 737–600, –700, –700C, –800, –900, and –900ER series airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Unsafe Condition

This AD was prompted by a report of improper grinding of the inner diameter of the main landing gear (MLG) outer cylinders, resulting in possible heat damage to the outer cylinder. The FAA is issuing this AD to address heat damage to the MLG outer cylinders. The unsafe condition, if not addressed, could cause failure of a principal structural element to sustain its limit load or collapse of the MLG, which could result in loss of control of the airplane or runway departure.

(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 737–32A1585 RB, dated January 15, 2024, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737–32A1585 RB, dated January 15, 2024.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737–32A1585, dated January 15, 2024, which is referred to in Boeing Alert Requirements Bulletin 737–32A1585 RB, dated January 15, 2024.

(h) Exception to Requirements Bulletin Specifications

Where the ''Boeing Recommended Compliance Time'' column in the table under the ''Compliance'' paragraph of Boeing Alert Requirements Bulletin 737–32A1585 RB, dated January 15, 2024, refers to the original issue date of Boeing Alert Requirements Bulletin 737–32A1585 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 Stefanie Roesli, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3964; email: *stefanie.n.roesli@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 737–32A1585 RB, dated January 15, 2024.

(ii) [Reserved]

(3) For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster 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 19, 2025.

Peter A. White,

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

[FR Doc. 2025–19392 Filed 10–1–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–3421; Project Identifier MCAI–2025–01202–G; Amendment 39–23160; AD 2025–20–07]

RIN 2120–AA64

Airworthiness Directives; Fiberglas-Technik Rudolf Lindner GmbH & Co. KG (Type Certificate Previously Held by GROB Aircraft AG, Grob Aerospace GmbH i.I., Grob Aerospace GmbH, Burkhart Grob Luft- und Raumfahrt GmbH & Co. KG) Gliders

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Model G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO, and G 103 C TWIN III SL gliders. This AD was prompted by a report of corrosion on the inner sides of the welded steel rudder drive plate. This AD requires repetitive inspections and a one-time detailed inspection of the rudder drive plate for corrosion and water entry and a modification of the rudder drive plate to improve corrosion protection, as applicable. This AD also requires replacement of the rudder if corrosion is found during the inspections that exceed light surface rust. This AD also requires applying additional sealing to the rudder drive plate, which constitutes terminating action for the repetitive inspections. The