

Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, refer to “the original issue date of this Service Bulletin,” this AD requires using the effective date of this AD.

(2) Where Table 2 and Table 3 of the “Compliance” paragraph of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specify Action 1 without a compliance time, for this AD, the compliance time is before 9,500 flight cycles after the blended winglet installation, within 3,000 flight cycles after the effective date of this AD, or within 24 months after the effective date of this AD, whichever occurs latest.

(3) Where Table 5 and Table 6 of the “Compliance” paragraph of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specify Action 1 without a compliance time, for this AD, the compliance time is before 8,000 flight cycles after the blended winglet installation, within 3,000 flight cycles after the effective date of this AD, or within 24 months after the effective date of this AD, whichever occurs latest.

(4) Where Table 9 and Table 10 of the “Compliance” paragraph of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specify Action 1 without a compliance time, for this AD, the compliance time is before 9,500 flight cycles after the blended winglet installation, within 3,000 flight cycles after the effective date of this AD, or within 22 months after the effective date of this AD, whichever occurs latest.

(5) Where Table 12 and Table 13 of the “Compliance” paragraph of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specify Action 1 without a compliance time, for this AD, the compliance time is before 8,000 flight cycles after the blended winglet installation, within 3,000 flight cycles after the effective date of this AD, or 22 within months after the effective date of this AD, whichever occurs latest.

(6) Where flagnote (b) of Figure 5 and Figure 10 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specifies “If the crack is less than or equal to 0.268 inch, remove the crack. Refer to 757–200 SRM 51–10–02 as an accepted procedure. Maximum hole diameter 0.80 inch,” for this AD, replace that text with “If the crack is less than or equal to 0.268 inch, remove the crack. Refer to 757–200 SRM 51–10–02 as an accepted procedure. Maximum hole diameter 0.80 inch. Do an open-hole HFEC inspection of the hole in the stringer in accordance with 757 NDT Manual Part 6, 51–00–04, 51–00–11, or 51–00–16.”

(7) Where Condition 2 of Table 6 in the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, includes “remove crack” as part of the actions, the action “remove crack” is not required by this AD for Condition 2 of Table 6.

(8) Where Action 2 of Condition 4.2 in Table 3 of the Accomplishment Instructions

of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, does not include a method of compliance for the inspection, for this AD, the method of compliance is Figure 3 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024.

(9) Where Action 2 of Condition 4.2 in Table 6 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, does not include a method of compliance for the inspection, for this AD, the method of compliance is Figure 8 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024.

(10) Where Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specifies contacting Aviation Partners Boeing for repair instructions: This AD requires repair using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) No Report

Although Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specifies to report existing repairs, this AD does not require any report.

(j) 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 (k) of this AD. Information may be emailed to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) Except as specified by paragraph (g) of this AD: For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (j)(3)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled “RC Exempt,” then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Related Information

For more information about this AD, contact Sarah Illg, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: 206–231–3517; email: Sarah.A.Illg@faa.gov.

(l) 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) Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024.

(ii) [Reserved]

(3) For Aviation Partners Boeing material identified in this AD, contact Aviation Partners Boeing, 2811 South 102nd St., Suite 200, Seattle, WA 98168; telephone 206–830–7699; email leng@aviationpartners.com; website aviationpartnersboeing.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 April 24, 2025.

Victor Wicklund,

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

[FR Doc. 2025–07724 Filed 5–2–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–0466; Airspace Docket No. 25–AWP–138]

RIN 2120–AA66

Establishment of Class E Airspace; Wickenburg, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish Class E airspace at Wickenburg, AZ. The FAA is proposing this action to support new instrument procedures and to support instrument flight rule (IFR) operations.

DATES: Comments must be received on or before June 20, 2025.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2025–0466 and Airspace Docket No. 25–AWP–138 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instruction for sending your comments electronically.

* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

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 establish Class E airspace extending upward from 700 feet above the surface at Wickenburg Municipal Airport, Wickenburg, AZ, to support IFR operations at this airport.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it received on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT post these comments, without edit, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice (DOT/ALL–14FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA’s web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address, phone number, and hours of operations). An informal docket may also be examined during normal

business hours at the Federal Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Incorporation by Reference

Class E airspace is published in paragraph 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 proposes to amend the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These updates would be published subsequently 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 Proposal

The FAA is proposing an amendment to 14 CFR part 71 by establishing Class E airspace extending upward from 700 feet above the surface at Wickenburg Municipal Airport, Wickenburg, AZ, beginning at point lat 34°01’27” N, long 112°32’48” W to lat 34°01’14” N, long 112°31’50” W to lat 33°59’31” N, long 112°32’238” W then following the 12.8-mile radius from the airport clockwise to lat 33°49’30” N, long 112°58’57” W to lat 33°51’03” N, long 113°02’00” W to lat 33°52’07” N, long 113°01’13” W then following the 12.8-mile radius from the airport clockwise to the point of origination.

This action is the result of instrument procedures being developed for this airport to support IFR operations.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 14 CFR 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 7400.11], Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

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

* * * * *

AWP AZ E5 Wickenburg, AZ [Establish]

Wickenburg Municipal Airport, AZ
(Lat. 33°58'14" N, long. 112°47'42" W)

That airspace extending upward from 700 feet above the surface at Wickenburg Municipal Airport, Wickenburg, AZ, beginning at point lat 34°01'27" N, long 112°32'48" W to lat 34°01'14" N, long 112°31'50" W to lat 33°59'31" N, long 112°32'238" W then following the 12.8-mile radius from the airport clockwise to lat 33°49'30" N, long 112°58'57" W to lat 33°51'03" N, long 113°02'00" W to lat 33°52'07" N, long 113°01'13" W then following the 12.8-mile radius from the airport clockwise to the point of origination.

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Issued in Fort Worth, Texas, on April 29, 2025.

Wayne L. Eckenrode,

*Acting Manager, Operations Support Group,
ATO Central Service Center.*

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DEPARTMENT OF THE TREASURY

Financial Crimes Enforcement Network

31 CFR Part 1010

RIN 1506–AB68

Special Measure Regarding Huione Group, as a Foreign Financial Institution of Primary Money Laundering Concern

AGENCY: Financial Crimes Enforcement Network (FinCEN), Treasury.

ACTION: Notice of proposed rulemaking.

SUMMARY: FinCEN is issuing a notice of proposed rulemaking (NPRM), pursuant to section 311 of the USA PATRIOT Act, that proposes prohibiting the opening or maintaining of a correspondent account in the United States for, or on behalf of, Huione Group, a foreign financial institution based in Cambodia found to be of primary money laundering concern. The NPRM also would require covered financial institutions to apply special due diligence to their foreign correspondent accounts that is reasonably designed to guard against their use to process transactions involving Huione Group.

DATES: Written comments on the notice of proposed rulemaking must be submitted on or before June 4, 2025.

ADDRESSES: Comments must be submitted by one of the following methods:

- *Federal E-rulemaking Portal:* <https://www.regulations.gov>. Follow the instructions for submitting comments. Refer to Docket Number FINCEN–2025–0004 in the submission.

- *Mail:* Financial Crimes Enforcement Network, P.O. Box 39, Vienna, VA 22183. Refer to Docket Number FINCEN–2025–0004 in the submission.

Please submit comments by one method only and note that comments submitted in response to this NPRM will become a matter of public record.

FOR FURTHER INFORMATION CONTACT: The FinCEN Resource Center at www.fincen.gov/contact.

SUPPLEMENTARY INFORMATION:

I. Statutory Provisions

Section 311 of the USA PATRIOT Act (section 311), codified at 31 U.S.C. 5318A, grants the Secretary of the Treasury (Secretary) the authority to make a finding that “reasonable grounds exist for concluding” that any of the following “is of primary money laundering concern:

- (i) A jurisdiction outside of the United States;
- (ii) One or more financial institutions operating outside of the United States;

- (iii) One or more classes of transactions within, or involving, a jurisdiction outside of the United States; or

- (iv) One or more types of accounts.¹

Upon making such a finding, the Secretary is authorized to require domestic financial institutions and domestic financial agencies to take certain “special measures.”² The five special measures set out in section 311 are safeguards that may be employed to defend the U.S. financial system from money laundering and terrorist financing risks. The Secretary may impose one or more of these special measures to protect the U.S. financial system from such threats. Through special measures one through four, the Secretary may impose additional recordkeeping, information collection, and reporting requirements on covered domestic financial institutions and domestic financial agencies—collectively, “covered financial institutions.”³ Through special measure five, the Secretary may “prohibit, or impose conditions upon, the opening or maintaining in the United States of a correspondent account or payable-through account” for or on behalf of a foreign banking institution, if such correspondent account or payable-through account involves the foreign financial institution found to be of primary money laundering concern.⁴

Before making a finding that reasonable grounds exist for concluding that a financial institution outside of the United States (or other jurisdiction, account, or class of transactions) is of primary money laundering concern, the Secretary is required to consult with both the Secretary of State and the Attorney General.⁵ In addition, in making a finding that reasonable grounds exist for concluding that a financial institution outside of the

¹ 31 U.S.C. 5318A(a)(1).

² On October 26, 2001, the President signed into law the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act of 2001, Public Law 107–56 (USA PATRIOT Act). Title III of the USA PATRIOT Act amended the anti-money laundering (AML) provisions of the Bank Secrecy Act (BSA) to promote the prevention, detection, and prosecution of international money laundering and the financing of terrorism. The BSA, as amended, is the popular name for a collection of statutory authorities that FinCEN administers that is codified at 12 U.S.C. 1829b, 1951–1960 and 31 U.S.C. 5311–5314, 5316–5336, and includes other authorities reflected in notes thereto. Regulations implementing the BSA appear at 31 CFR Chapter X.

³ 31 U.S.C. 5318A(b)(1)–(4). The term “covered financial institution” has the same meaning as provided at 31 CFR 1010.605(e)(1); see *infra* section V.A.3.

⁴ 31 U.S.C. 5318A(b)(5).

⁵ 31 U.S.C. 5318A(c)(1).