(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model MBB–BK 117 D–3 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6700, Rotorcraft Flight Control.

(e) Unsafe Condition

This AD was prompted by a determination that certain bolts installed on the horizontal control rods of the flight controls were not dye penetrant inspected for cracks during manufacturing and thus are subject to bolt failure. The FAA is issuing this AD to prevent bolt failure, which if not addressed, could result in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with European Union Aviation Safety Agency (EASA) AD 2022–0228, dated November 28, 2022 (EASA AD 2022–0228).

(h) Exceptions to EASA AD 2022–0228

(1) Where EASA AD 2022–0228 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2022–0228 defines affected bolt as ''Bolts, having part number D671M7051211 and a s/n [serial number] as listed in the ASB'', this AD requires replacing that text with ''bolts, having part number D671M7051211 and a serial number as listed in Airbus Helicopters Alert Service Bulletin ASB MBB–BK117 D–3–67A–002, Revision 1, dated July 29, 2024''.

(3) Where EASA AD 2022–0228 refers to flight hours, this AD requires using hours time-in-service (TIS).

(4) Where the material referenced in EASA AD 2022–0228 specifies ''check'', this AD requires replacing that text with ''inspect''.

(5) Where the material referenced in EASA AD 2022–0228 specifies ''discard'', this AD requires replacing that text with ''remove from service''.

(6) Where the material referenced in EASA AD 2022–0228 specifies to make the bolt unserviceable, this AD does not require those actions.

(7) This AD does not adopt the ''Remarks'' section of EASA AD 2022–0228.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2022–0228 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Alternative Methods of Compliance (AMOCs)

(1) 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) 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.

(k) Additional Information

For more information about this AD, contact Aryanna Sanchez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–4058; email: *aryanna.t.sanchez@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) European Union Aviation Safety Agency (EASA) AD 2022–0228, dated November 28, 2022.

(ii) [Reserved]

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

(4) You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N–321, Fort Worth, TX 76177. 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-locationsoremailfr.inspection@nara.gov.*

Issued on December 2, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–21999 Filed 12–4–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–5042; Project Identifier MCAI–2025–00438–T]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2024–24–09, which applies to all Airbus SAS Model A318 and A320 series airplanes; Model A319–111, –112, –113, –114, –115, –131, –132, –133, –151N, –153N, and –171N airplanes; and Model A321–111, –112, –131, –211, –212, –213, –231, –232, –251N, –251NX, –252N, –252NX, –253N, –253NX, –271N, –271NX, –272N, and –272NX airplanes. AD 2024–24–09 requires the actions in AD 2022–24–05, provides optional terminating action for the repetitive inspections, revises the list of affected parts, and prohibits the installation of affected parts under certain conditions. Since the FAA issued AD 2024–24–09, the list of additional affected galley part numbers has been revised. This proposed AD would continue to require the actions in AD 2024–24–09 and would revise the list of affected parts. 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 20, 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–2025–5042; 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, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this proposed 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.* It is also available at *regulations.gov* under Docket No. FAA–2025–5042.

• 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.

FOR FURTHER INFORMATION CONTACT: Evan Weaver, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 316–944–8910; email: *Evan.P.Weaver@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–2025–5042; Project Identifier MCAI–2025–00438–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 Evan Weaver, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 316–944–8910; email: *Evan.P.Weaver@faa.gov.* Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2024–24–09, Amendment 39–22899 (89 FR 97499, December 9, 2024) (AD 2024–24–09), for all Airbus SAS Model A318, and A320 series airplanes; Model A319–111, –112, –113, –114, –115, –131, –132, –133, –151N, –153N, and –171N airplanes; and Model A321–111, –112, –131, –211, –212, –213, –231, –232, –251N, –251NX, –252N, –252NX, –253N, –253NX, –271N, –271NX, –272N, and –272NX airplanes. AD 2024–24–09 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued AD 2024–0038, dated February 5, 2024, to correct an unsafe condition.

AD 2024–24–09 requires repetitive inspections of certain galleys for corrosion of trolley retainer aluminum blocks and delamination of the upper panel of the trolley compartment, and applicable corrective action; provides optional terminating action for the repetitive inspections; revises the list of affected parts; and prohibits the installation of affected parts under certain conditions. The FAA issued AD 2024–24–09 to address damage that could affect the galley's capability to hold the trolley under emergency landing loads, which could lead to trolley detachment, possibly resulting in blocking of an escape path during an emergency exit.

Actions Since AD 2024–24–09 Was Issued

Since the FAA issued AD 2024–24–09, EASA superseded EASA AD 2024–0038, dated February 5, 2024 (EASA AD 2024–0038) and issued EASA AD 2025–0068, dated March 28, 2025 (EASA AD 2025–0068) (also referred to as the MCAI), to correct an unsafe condition for all Airbus SAS Model A318–111, –112, –121, and –122 airplanes; Model A319–111, –112, –113, –114, –115, –131, –132, –133, –151N, –153N, and –171N airplanes; Model A320–211, –212, –214, –215, –216, –231, –232, –233, –251N, –252N, –253N, –271N, –272N, and –273N airplanes; and Model A321–111, –112, –131, –211, –212, –213, –231, –232, –251N, –252N, –253N, –271N, –272N, –251NX, –252NX, –253NX, –271NX, and –272NX airplanes. Model A320–215 airplanes are not certificated by the FAA and are not included on the U.S. type certificate data sheet; this proposed AD therefore does not include those airplanes in the applicability. The MCAI states that it was identified that galleys having part numbers 601891–006801, 601891–003701, and 601891–010001 were missing in Appendix 1 of EASA AD 2024–0038, and it was identified that galleys having part number 6019A3–000101 are not affected by the unsafe condition addressed by that AD. Damage, if not detected and corrected, could affect the galley's capability to hold the trolley under emergency landing loads, which could lead to trolley detachment, possibly resulting in blocking of an escape path during an emergency exit.

The FAA is proposing this AD to address the unsafe condition on these products. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–5042.

Explanation of Retained Requirements

Although this proposed AD does not explicitly restate the requirements of AD 2024–24–09, this proposed AD would retain all of the requirements of AD 2024–24–09. Those requirements are referenced in EASA AD 2025–0068, which, in turn, is referenced in paragraph (g) of this proposed AD.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0068, which includes the following provisions:

• Procedures for repetitive general visual inspections of certain galleys for discrepancies including cracks and corrosion of trolley retainer aluminum blocks and delamination of upper panel of trolley compartment;

• Corrective actions including repeating the inspection, repairing the trolley compartment upper panel, and limiting the trolley weight;

• Procedures for modifying the affected galleys as optional terminating action for the repetitive inspections;

• A revised the list of affected galleys; and

• Prohibition of the installation of affected parts unless the parts are inspected and corrected.

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.

FAA's Determination

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 is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would retain all requirements of AD 2024–24–09. This proposed AD would require accomplishing the actions specified in EASA AD 2025–0068 described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to incorporate EASA AD 2025–0068 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2025–0068 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2025–0068 does not mean that operators need comply only with that section. For example, where the AD requirement refers to ''all required actions and compliance times,'' compliance with this AD requirement is not limited to the section titled ''Required Action(s) and Compliance Time(s)'' in EASA AD 2025–0068. Material required by EASA AD 2025–0068 for compliance will be available at *regulations.gov* under Docket No. FAA–2025–5042 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 1,985 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Retained actions from AD 2024–24–09	2 work-hours × $85 per hour = $170	$0	$170	$337,450

ESTIMATED COSTS FOR OPTIONAL ACTIONS

Labor cost	Parts cost	Cost per product
Up to 40 work-hours × $85 per hour = $3,400	(*)	Up to $3,400.*

*The FAA has received no definitive data on which to base the cost estimates for the parts associated with the modification specified in this proposed AD.

The FAA estimates the following costs to do any necessary on-condition action that would be required based on the results of any required actions. The FAA has no way of determining the number of aircraft that might need this on-condition action:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
1 work-hour × $85 per hour = $85	$0	$85

The FAA has included all known costs in its cost estimate. According to the parts manufacturer, however, some or all of the costs of the optional modification specified in 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:

■ a. Removing Airworthiness Directive (AD) 2024–24–09, Amendment 39–22899 (89 FR 97499, December 9, 2024); and

■ b. Adding the following new AD:

Airbus SAS: Docket No. FAA–2025–5042; Project Identifier MCAI–2025–00438–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by January 20, 2026.

(b) Affected ADs

This AD replaces AD 2024–24–09, Amendment 39–22899 (89 FR 97499, December 9, 2024) (AD 2024–24–09).

(c) Applicability

This AD applies to all Airbus SAS airplanes specified in paragraphs (c)(1) through (4) of this AD, certificated in any category.

(1) Model A318–111, –112, –121, and –122 airplanes.

(2) Model A319–111, –112, –113, –114, –115, –131, –132, –133, –151N, –153N, and –171N airplanes.

(3) Model A320–211, –212, –214, –216, –231, –232, –233, –251N, –252N, –253N, –271N, –272N, and –273N airplanes.

(4) Model A321–111, –112, –131, –211, –212, –213, –231, –232, –251N, –251NX, –252N, –252NX, –253N, –253NX, –271N, –271NX, –272N, and –272NX airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/Furnishings.

(e) Unsafe Condition

This AD was prompted by a report that damage (including delamination of work deck and corroded and cracked retainer blocks) was found during inspection of certain galleys. The FAA is issuing this AD to address damage that could affect the galley's capability to hold the trolley under emergency landing loads, which could lead to trolley detachment. The unsafe condition, if not addressed, could result in blockage of an escape path during an emergency exit.

(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, European Union Aviation Safety Agency (EASA) AD 2025–0068, dated March 28, 2025 (EASA AD 2025–0068).

(h) Exceptions to EASA AD 2025–0068

(1) Where EASA AD 2025–0068 refers to ''18 August 2021 [the effective date of the EASA AD 2021–0183 at original issue],'' this AD requires using January 9, 2023 (the effective date of AD 2022–24–05 Amendment 39–22245 (87 FR 74291, December 5, 2022)).

(2) Where EASA AD 2025–0068 refers to ''19 February 2024 [the effective date of EASA AD 2024–0038],'' this AD requires using January 13, 2025 (the effective date of AD 2024–24–09).

(3) Where EASA AD 2025–0068 refers to ''the effective date of this AD,'' this AD requires using the effective date of this AD.

(4) Where EASA AD 2025–0068 does not specify corrective action after a post-repair inspection that has findings of damage, this AD requires obtaining repair instructions before further flight from the FAA, EASA, or Airbus SAS's EASA Design Organization Approval (DOA), and accomplishing those actions accordingly. Any approval by the DOA must include the DOA-authorized signature.

(5) Where the second row of Table 1 of EASA AD 2025–0068 specifies ''P/N 6018A7–000101 or P/N 6018C1–000101'', for this AD, replace that text with ''P/N 6018A7–000101 or P/N 6018C1–000101 or P/N 601891–006801''.

(6) Where the third row of Table 1 of EASA AD 2025–0068 specifies ''P/N 601891–006801 or P/N 601891–003701 or P/N 601891–010001'', for this AD, replace that text with ''P/N 601891–003701 or P/N 601891–010001''.

(7) Where Table 2 of EASA AD 2025–0068 specifies ''P/N 601891–006801 or P/N 601891–003701 or P/N 601891–010001'', for this AD, replace that text with ''P/N 601891–003701 or P/N 601891–010001''.

(8) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0068.

(i) 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 (j) of this AD and email to: *AMOC@faa.gov*.

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

(ii) AMOCs approved previously for AD 2024–24–09 are approved as AMOCs for the corresponding provisions of EASA AD 2025–0068 that are required by paragraph (g) of this AD.

(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.

(3) *Required for Compliance (RC):* Except as required by paragraph (i)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified 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 procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Additional Information

For more information about this AD, contact Evan Weaver, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 316–944–8910; email: *Evan.P.Weaver@faa.gov*.

(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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2025–0068, dated March 28, 2025.

(ii) [Reserved]

(3) 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*.

(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 December 3, 2025.

Peter A. White,

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

[FR Doc. 2025–22106 Filed 12–4–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 1

[Docket No. USCG–2008–1259]

RIN 1625–AB32

Assessment Framework and Organizational Restatement Regarding Preemption for Certain Regulations Issued by the Coast Guard

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking, withdrawal.

SUMMARY: The Coast Guard is withdrawing the proposed rule entitled ''Assessment Framework and Organizational Restatement Regarding Preemption for Certain Regulations Issued by the Coast Guard,'' published in the **Federal Register** on December 27, 2013. The Coast Guard is withdrawing the proposed rule because our practice of discussing the preemptive effect of the Coast Guard's legal authorities and regulations in the preamble of our rulemaking documents is sufficient to identify any preemptive effects.

DATES: The notice of proposed rulemaking published on December 27, 2013 (78 FR 79242) and comment period extension published on March 28, 2014 (79 FR 17482) are withdrawn as of December 5, 2025.

ADDRESSES: The docket for this withdrawal is available at the Federal eRulemaking Portal at *www.regulations.gov.* Please search for docket number USCG–2008–1259.

FOR FURTHER INFORMATION CONTACT: For information about this document call or email Stephen Hubchen, Coast Guard; telephone 202–372–1198, email *Stephen.K.Hubchen@uscg.mil.*

SUPPLEMENTARY INFORMATION:

Background

On December 27, 2013, the Coast Guard published a notice of proposed rulemaking (NPRM) titled ''Assessment Framework and Organizational Restatement Regarding Preemption for Certain Regulations Issued by the Coast Guard,'' at 78 FR 79242 (hereafter ''the Framework''). On March 28, 2014, the comment period on the NPRM was reopened for an additional 60 days, at 79 FR 17482.

The Coast Guard received many comments on the NPRM that helped inform this decision to withdraw the rulemaking. The comments are available in the docket. Several commenters shared a concern that the breadth of the Framework's assertions of field preemption made it difficult to determine with certainty what the Framework's full impact would be on state laws. In addition, some commenters requested that the Coast Guard withdraw the proposed rule.

The Coast Guard also held two public meetings related to the NPRM, as announced in the notice published at 79 FR 22071 on April 21, 2014. Since 2014, the Coast Guard has not published any other actions related to this rulemaking and has decided to withdraw the NPRM.

Withdrawal

The Coast Guard is withdrawing the proposed rule because our practice of discussing the preemptive effect of the Coast Guard's legal authorities and regulations in the preamble of our rulemaking documents is sufficient to identify any preemptive effects. The Coast Guard has determined that the implied and express preemptive effects of our federal regulations, as established in statutory authorities and case law, do not require a blanket, general restatement in the Code of Federal Regulations of their preemptive effects.

The Coast Guard has taken, and will continue to take, a targeted approach to clarify its authorities in the preamble of each rulemaking document. The Coast Guard believes this approach is more aligned with the principles identified in Executive Order 13132 on Federalism than an organizational preemption statement that would be applied across different Coast Guard authorities. Therefore, the proposed rulemaking is not needed.

Upon publication of this notice, the Coast Guard will classify the corresponding Unified Agenda as a completed action.

This notice is issued under authority of 5 U.S.C. 552(a) and is consistent with the procedures set forth in 5 U.S.C. 533 of the Administrative Procedure Act.

Dated: December 2, 2025.

Giovanna M. Cinelli,

Judge Advocate General and Chief Counsel, Acting, U.S. Coast Guard.

[FR Doc. 2025–22011 Filed 12–4–25; 8:45 am]

BILLING CODE 9110–04–P

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Parts 1, 2, 25, and 27

[GN Docket No. 25–59; FCC 25–78; FR ID 319865]

In the Matter of Upper C-band (3.98–4.2 GHz)

AGENCY: Federal Communications Commission.

ACTION: Proposed rule.

SUMMARY: In this Notice of Proposed Rulemaking (*NPRM*), the Federal Communications Commission (Commission) seeks comment on proposed rule changes that would expand the ecosystem for next generation wireless services in the 3.7–4.2 GHz band (C-band) by making as much as 180, and at least 100, megahertz of the 3.98–4.2 GHz band (Upper C-band) available for terrestrial wireless flexible use via a system of competitive bidding. This action would be in furtherance of Congress' direction in the One Big Beautiful Bill Act (OBBB Act) to ''complet[e] a system of competitive bidding not later than 2 years after the date of enactment of this Act for not less than 100 megahertz in the band between 3.98 gigahertz and 4.2 gigahertz.'' The *NPRM* seeks comment on options for reconfiguring the Upper C-band in the contiguous United States ranging from 180 megahertz (3.98–4.16 GHz) to the congressionally mandated minimum of 100 megahertz (3.98–4.08 GHz) for terrestrial wireless use. The *NPRM* seeks comment on how much Upper C-band spectrum—beyond the minimum 100 megahertz required by the OBBB Act—could be repurposed by incumbent fixed satellite service (FSS) space station operators and on how the transition could be effectuated if their existing customers relocate out of the C-band. Under any of the reconfiguration options under consideration, the *NPRM*'s baseline proposition is to apply the existing 3.7 GHz Service rules (applicable in the Lower C-band from 3.7–3.98 GHz) to any newly authorized terrestrial wireless operations. Any other rules and requirements, including those relating to the transition process, would be modeled to the greatest extent possible on those that applied to the Lower C-band transition. The *NPRM* also seeks comment on a range of issues associated with repurposing some portion of the Upper C-band, including: reallocation of the 4.0–4.2 GHz band; competitive bidding procedures for an eventual auction; licensing, operating, and technical rules for any new wireless services; (4) transitioning incumbent