

[Federal Register, Volume 90 Number 149 (Wednesday, August 6, 2025)]

[Rules and Regulations]

[Pages 37787-37793]

From the Federal Register Online via the Government Publishing Office [www.gpo.gov]

[FR Doc No: 2025-14933]

---

## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. FAA-2025-1724; Project Identifier AD-2025-01178-T; Amendment 39-23096; AD 2025-15-09]**

**RIN 2120-AA64**

**Airworthiness Directives; The Boeing Company Airplanes**

## **AGENCY:**

Federal Aviation Administration (FAA), DOT.

## **ACTION:**

Final rule; request for comments.

## **SUMMARY:**

The FAA is superseding Airworthiness Directive (AD) 2024-15-03, which applied to all The Boeing Company Model 777 airplanes. AD 2024-15-03 required identifying the part number, and the serial number if applicable, of the Captain's and First Officer's seats and applicable on-condition actions for affected seats. AD 2024-15-03 also required a one-time detailed inspection and repetitive checks of the horizontal movement system (HMS) for the Captain's and First Officer's seats and applicable on-condition actions. Since the FAA issued AD 2024-15-03, the FAA determined that AD 2024-15-03 contains an error when providing conditions for taking credit using a previous revision of the service information. This AD requires the actions of AD 2024-15-03 and revises paragraph (j) of this AD to clarify which actions are not required. The FAA is issuing this AD to address the unsafe condition on these products.

## **DATES:**

This AD is effective August 21, 2025.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of October 15, 2024 ([89 FR 72976](#), September 9, 2024).

The FAA must receive comments on this AD by September 22, 2025.

## 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* by searching for and locating Docket No. FAA-2025-1724; 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 street address for Docket Operations is listed above.

### *Material Incorporated by Reference:*

- For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Boulevard, MC 110-SK57, Seal Beach, CA 90740-5600; phone 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-2025-1724.

## FOR FURTHER INFORMATION CONTACT:

Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone 206-231-3584; email [Julie.Linn@faa.gov](mailto:Julie.Linn@faa.gov).

## SUPPLEMENTARY INFORMATION:

### Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include “Docket No. FAA-2025-1724 and Project Identifier AD-2025-01178-T” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, 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 final rule 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 final rule.

## 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 AD 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 AD, 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 AD. Submissions containing CBI should be sent to Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone 206-231-3584; email [Julie.Linn@faa.gov](mailto:Julie.Linn@faa.gov). Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

## Background

The FAA issued AD 2024-15-03, Amendment 39-22794 ([89 FR 72976](#), September 9, 2024) (AD 2024-15-03), for all The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes. AD 2024-15-03 superseded AD 2019-16-05, Amendment 39-19708 ([84 FR 45895](#), September 23, 2019), and required identifying the part number, and the serial number if applicable, of the Captain's and First Officer's seats and applicable on-condition actions for affected seats, including inspecting the fore/aft and vertical manual control levers for looseness, installing serviceable seats, and doing a seat functional test after any cable adjustment. AD 2024-15-03 also required a one-time detailed inspection and repetitive checks of the HMS for the Captain's and First Officer's seats and applicable on-condition actions, including clearing the seat tracks of foreign object debris (FOD), overhauling the HMS, and replacing the horizontal stabilizer. AD 2024-15-03 was prompted by reports of uncommanded fore and aft movement of the Captain's and First Officer's seats. The FAA issued AD 2024-15-03 to address uncommanded fore and aft movement of the Captain's and First Officer's seats which, during a critical part of a flight such as takeoff or landing, could cause a flight control obstruction or unintended flight control input, which could result in the loss of the ability to control the airplane.

## Actions Since AD 2024-15-03 Was Issued

Since the FAA issued AD 2024-15-03, the FAA determined that paragraph (j) of AD 2024-15-03 inadvertently provided credit for the actions in both paragraphs (g) and (h) of AD 2024-15-03 for a seat that met the criteria in any row of Figure 1 to paragraph (j) of AD 2024-15-03. The FAA intended to provide credit for the actions in paragraph (g) of AD 2024-15-03 if the airplane records show that a seat meets the conditions pertaining to Boeing Special Attention Service Bulletin 777-25-0607 Revision 1, dated July 17, 2018; and credit for the actions in paragraph (h) of AD 2024-15-03 if the airplane records show that a seat meets the conditions pertaining to Boeing Special Attention Service Bulletin 777-25-0619, Revision 1, dated August 8, 2018.

## FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

### Material Incorporated by Reference Under [1 CFR Part 51](#)

The FAA reviewed Boeing Special Attention Service Bulletin 777-25-0607, Revision 2, dated January 27, 2023, which the Director of the Federal Register approved for incorporation by reference as of October 15, 2024 ([89 FR 72976](#), September 9, 2024).

The FAA also reviewed Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023, which the Director of the Federal Register approved for incorporation by reference as of October 15, 2024 ([89 FR 72976](#), September 9, 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.

## AD Requirements

This AD retains all requirements of AD 2024-15-03, except that this AD corrects paragraph (j) of AD 2024-15-03. This AD requires accomplishing the actions specified in the material already described, except for any differences identified as exceptions in the regulatory text of this AD.

## Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) ([5 U.S.C. 551 et seq.](#)) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because of the urgency to correct AD 2024-15-03 to ensure compliance. AD 2024-15-03 does not fully address the unsafe condition because it allows operators to forego complying with required corrective actions and inspections when the Captain's or First Officer's seat has not met the necessary conditions. Paragraph (j) of AD 2024-15-03 incorrectly provides credit for all actions in the AD when the credit should be limited to the service information applicable to the airplane configuration. Without limiting the extent of the credit given, the unsafe condition still exists. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to [5 U.S.C. 553\(b\)](#).

In addition, the FAA finds that good cause exists pursuant to [5 U.S.C. 553\(d\)](#) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

## Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to [5 U.S.C. 553](#) to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

## Costs of Compliance

The FAA estimates that this AD affects 286 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Identification, seat (retained actions from AD 2024-15-03)	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$24,310.
Detailed inspection, HMS (retained actions from AD 2024-15-03)	1 work-hour × \$85 per hour = \$85	0	\$85	\$24,310.
Checks, HMS (retained actions from AD 2024-15-03)	2 work-hours × \$85 per hour = \$170 per check cycle	0	\$170 per check cycle	\$48,620 per check cycle.

### Estimated Costs for Required Actions per Seat

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

<b>Action</b>	<b>Labor cost</b>	<b>Parts cost</b>	<b>Cost per product</b>
Adjustment, control lever cable	1 work-hour × \$85 per hour = \$85	\$0	\$85.
Overhaul, HMS	11 work-hours × \$85 per hour = \$935	Up to \$5,824	Up to \$6,759.
Inspection of each seat's fore/aft and vertical manual control levers	1 work-hour × \$85 per hour = \$85 per seat	\$0	\$85 per seat.
Installation of serviceable seats	1 work-hour × \$85 per hour = \$85 per seat	\$0	\$85 per seat.
Clearing FOD	1 work-hour × \$85 per hour = \$85 per seat	\$0	\$85 per seat.
Replacement of the horizontal actuator	1 work-hour × \$85 per hour = \$85 per actuator	\$7,937 per actuator	\$8,022 per actuator.
Operational test, adjusted control lever cable	1 work-hour × \$85 per hour = \$85 per seat	\$0	\$85 per seat.

*\* The estimated cost for tooling to align an affected seat for adjustment of the control lever cable is up to \$46,064.*

### **On-Condition Actions per Seat \***

## **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](#), and

(2) Will not affect intrastate aviation in Alaska.

## 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) 2024-15-03, Amendment 39-22794 ( [89 FR 72976](#), September 9, 2024); and

**b.**Adding the following new AD:

**2025-15-09 The Boeing Company:** Amendment 39-23096; Docket No. FAA-2025-1724; Project Identifier AD-2025-01178-T.

### (a) Effective Date

This airworthiness directive (AD) is effective August 21, 2025.

### (b) Affected ADs

This AD replaces AD 2024-15-03, Amendment 39-22794 ([89 FR 72976](#), September 9, 2024) (AD 2024-15-03).

### (c) Applicability

This AD applies to all The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes, certificated in any category.

## (d) Subject

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

## (e) Unsafe Condition

This AD was prompted by reports of uncommanded fore/aft movement of the Captain's and First Officer's seats. The FAA is issuing this AD to address uncommanded fore/aft movement of the Captain's and First Officer's seats. Uncommanded fore/aft seat movement during a critical part of a flight, such as takeoff or landing, and could cause a flight control obstruction or unintended flight control input, which could result in the loss of the ability to control the airplane.

## (f) Compliance

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

## (g) Seat Part Number Identification and On-Condition Actions

Except as specified in paragraphs (i) and (j) of this AD: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-25-0607, Revision 2, dated January 27, 2023, do an inspection to determine the part number, and serial number as applicable, of the Captain's and First Officer's seats, and all applicable on-condition actions, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-25-0607, Revision 2, dated January 27, 2023. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number and serial number of the Captain's and First Officer's seats can be conclusively determined from that review.

## (h) Detailed Inspection, and Repetitive Checks of Horizontal Movement System and On-Condition Actions

Except as specified in paragraphs (i) and (j) of this AD: At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023, do all applicable actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023. Actions identified as terminating action in Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023, terminate the applicable required actions of this AD, provided the terminating action is done in accordance with the

Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023.

## (i) Exceptions to Service Bulletin Specifications

(1) Where Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023, uses the phrase “the Original issue date of this service bulletin,” this AD requires replacing those words with “October 8, 2019 (the effective date of AD 2019-16-05)”.

(2) Where Boeing Special Attention Service Bulletin 777-25-0607, Revision 2, dated January 27, 2023, specifies compliance for certain actions “within 72 months after the Original Issue date of this service bulletin,” this AD requires replacing those words with “within 36 months after October 8, 2019 (the effective date of AD 2019-16-05).”

(3) Where Boeing Special Attention Service Bulletin 777-25-0607, Revision 2, dated January 27, 2023, specifies compliance for certain actions “within 36 months after the Revision 2 date of this service bulletin,” this AD requires compliance within 36 months after October 15, 2024 (the effective date of AD 2024-15-03).

## (j) Acceptable Conditions for Compliance

If the airplane records show that an Ipeco Captain's or First Officer's seat installed on an airplane meets the conditions in any of the seven rows for Boeing Special Attention Service Bulletin 777-25-0607, Revision 1, dated July 17, 2018, in Figure 1 to paragraph (j) of this AD, then the actions in paragraph (g) of this AD are not required for that seat. If the airplane records show that an Ipeco Captain's or First Officer's seat meets the conditions in any of the five rows for Boeing Special Attention Service Bulletin 777-25-0619, Revision 1, dated August 8, 2018, in Figure 1 to paragraph (j) of this AD, then the actions specified in paragraph (h) of this AD are not required for that seat.

## Figure 1 to Paragraph (j)—Alternative Acceptable Seats

<b>Actions done in accordance with Boeing Special Attention Service Bulletin –</b>	<b>Actions done in accordance with Ipeco Service Bulletin–</b>	<b>Having Num</b>
	None	3A25 3A25
	201-25-04, Issue 2, dated March 28, 2014; or Issue 3, dated March 4, 2020; or Issue 4, dated January 28, 2021	3A20 3A20
	201-25-04, Issue 4, dated January 28, 2021	3A20 3A20

	None	3A2 3A2 3A2 3A2 3A2 3A2
	201-25-07, Issue 3, dated January 9, 2018; or Issue 4, dated April 20, 2020	3A2 3A2
777-25-0619, Revision 1, dated August 8, 2018	201-25-08, Issue 4, dated January 29, 2018; or Issue 5, dated April 20, 2020; or Issue 6, dated April 6, 2021	3A2 3A2
	258-25-13, Issue 3, dated November 27, 2017; or Issue 4, dated April 28, 2020; or Issue 5, dated	3A2 3A2

## (k) 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 (l) of this AD. Information may be emailed to: [AMOC@faa.gov](mailto: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) 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.

(4) AMOCs approved for AD 2019-16-05 are approved as AMOCs for the corresponding provisions of Boeing Special Attention Service Bulletin 777-25-0607, Revision 2, dated January 27, 2023, and Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023, that are required by paragraphs (g) and (h) of this AD.

(5) Except as required by paragraph (i) of this AD: For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (k)(5)(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.

## (l) Related Information

For more information about this AD, contact Julie Linn, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone 206-231-3584; email [Julie.Linn@faa.gov](mailto:Julie.Linn@faa.gov).

## (m) 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 15, 2024 ([89 FR 72976](#), September 9, 2024).

(i) Boeing Special Attention Service Bulletin 777-25-0607, Revision 2, dated January 27, 2023.

(ii) Boeing Special Attention Service Bulletin 777-25-0619, Revision 2, dated January 27, 2023.

(4) For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Boulevard, MC 110-SK57, Seal Beach, CA 90740-5600; phone 562-797-1717; website [myboeingfleet.com](http://myboeingfleet.com).

(5) 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.

(6) 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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on August 4, 2025.

Peter A. White,

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

BILLING CODE 4910-13-P

BILLING CODE 4910-13-C

[[FR Doc. 2025-14933](#) Filed 8-5-25; 8:45 am]