be of interest to our constituents and stakeholders. The *Constituent Update* is available on the FSIS web page. Through the web page, FSIS is able to provide information to a much broader, more diverse audience. In addition, FSIS offers an email subscription service which provides automatic and customized access to selected food safety news and information. This service is available at: *https://www.fsis.usda.gov/subscribe.* Options range from recalls to export information, regulations, directives, and notices. Customers can add or delete subscriptions themselves and have the option to password protect their accounts.

XI. USDA Non-Discrimination Statement

In accordance with Federal civil rights law and USDA civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (*e.g.,* Braille, large print, audiotape, American Sign Language, etc.) should contact the State or local Agency that administers the program or contact USDA through the Telecommunications Relay Service at 711 (voice and TTY). Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD–3027, found online at How to File a Program Discrimination Complaint and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632–9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue SW, Mail Stop 9410, Washington, DC 20250–9410; (2) fax: (202) 690–7442; or (3) email: *program.intake@usda.gov.*

USDA is an equal opportunity provider, employer, and lender.

List of Subjects in 9 CFR Part 310

Animal diseases, Blood, Meat inspection.

For the reasons set forth in the preamble, FSIS proposes to amend 9 CFR Chapter III as follows:

PART 310—POST-MORTEM INSPECTION

■ 1. The authority citation for part 310 continues to read as follows:

Authority: 21 U.S.C. 601–695; 7 CFR 2.18, 2.53.

■ 2. Amend § 310.1 by revising the righthand top header statement of Table 4 in paragraph (b)(3)(ii) to read as follows: Maximum number of inspectors per station.

■ 3. Amend § 310.26 by removing the second sentence of paragraph (b).

Done in Washington, DC.

Justin Ransom,

Administrator.

[FR Doc. 2025–15749 Filed 8–18–25; 8:45 am]

BILLING CODE 3410–DM–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–1736; Project Identifier MCAI–2024–00435–R]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2020–06–12, which applies to certain Airbus Helicopters Model AS 332L2 and EC 225LP helicopters. AD 2020–06–12 requires determining the accumulated hours time-in-service (TIS) of certain part-numbered main gearbox (MGB) suspension bar attachment bolts (bolt) and certain part-numbered MGB suspension bar attachment fittings (fitting), applying a life limit add-on factor, and inspecting the torque of certain MGB suspension bar attachment nuts (nuts). Since the FAA issued AD 2020–06–12, the manufacturer developed a design improvement, and the FAA determined modifying the helicopter is necessary. This proposed AD would retain the actions required by AD 2020–06–12 and would also require modification of the MGB suspension bar, inspection of the torque, and corrective actions. This proposed AD would also allow credit for the initial service life calculations if certain requirements are met and would prohibit installing a certain bolt after the modification is accomplished on any helicopter. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by October 3, 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* under Docket No. FAA–2025–1736; 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 Airbus Helicopters material identified in this proposed AD, contact Airbus Helicopters, 2701 North Forum Drive, Grand Prairie, TX 75052; phone: (972) 641–0000 or (800) 232–0323; fax: (972) 641–3775; website: *airbus.com/en/products-services/helicopters/hcare-services/airbusworld.* It is also available at *regulations.gov* under Docket No. FAA–2025–1736.
- 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.

FOR FURTHER INFORMATION CONTACT: Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (781) 238–7244; email: *william.mccully@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 to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2025–1736; Project Identifier MCAI–2024–00435–R'' 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 the 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 Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. 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 2020–06–12, Amendment 39–19881 (85 FR 19077, April 6, 2020) (AD 2020–06–12), for Airbus Helicopters Model AS 332L2 and EC 225LP helicopters with a MGB suspension bar front bolt part number (P/N) 332A22–1613–21 or 332A22–1613–20, MGB suspension bar rear bolt P/N 332A22–1614–20, MGB suspension bar front fitting P/N 332A22–1623–01, MGB suspension bar rear left-hand fitting P/N 332A22–1624–02 or 332A22–1624–04, or MGB suspension bar rear right-hand fitting P/N 332A22–1624–03 or 332A22–1624–05 installed. AD 2020–06–12 was prompted by MCAI originated by the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union. EASA issued AD 2017–0189, dated September 22, 2017 (EASA AD 2017–0189), after finding the installation of the MGB upper deck fittings of the three MGB suspension bars could lead to tightening torque loss on the fittings' attachment bolts. EASA determined the life limits in the Airworthiness Limitations Sections for the bolts and fittings are valid if an ''add-on penalty factor'' is applied.

AD 2020–06–12 requires determining the accumulated hours TIS of the affected bolts and fittings, applying a life limit add-on factor, and inspecting the torque of the MGB suspension bar attachment nuts. The FAA issued AD 2020–06–12 to address MGB suspension bar bolts and fittings remaining in service beyond their fatigue life and loose MGB suspension bar bolts and fittings, which could result in structural failure of the MGB suspension bar and loss of helicopter control.

Actions Since AD 2020–06–12 Was Issued

Since the FAA issued AD 2020–06–12, EASA issued a series of ADs related to this unsafe condition. EASA AD 2022–0021, dated February 1, 2022 (EASA AD 2022–0021), superseded EASA AD 2017–0189 due to Airbus Helicopters developing a design improvement consisting of installing new links on the fittings of the MGB suspension bars through modifications 0728521, 0728904, 0728496 and 0729044. EASA AD 2022–0021 introduced new service life limits (SLL) for certain post-modification parts and a new tightening torque check.

EASA AD 2022–0021 was subsequently superseded by EASA AD 2023–0147, dated July 19, 2023 (EASA AD 2023–0147), after EASA determined that, for helicopters modified with the new links on the fittings of the MGB suspension bars using earlier revisions of the service information, installing shims on the rear cooling rails of the MGB compartment was necessary. EASA revised AD 2023–0147 and issued EASA AD 2023–0147R1, dated March 12, 2025 (EASA AD 2023–0147R1) (also referred to as ''the MCAI'') to address a difficulty with the installation of modification kits for EC 225LP helicopters. This condition, if not addressed, could lead to structural failure of the bolts or fittings, and consequent loss of control of the helicopter.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA–2025–1736.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 01.00.86, Revision 4, dated January 6, 2022 (EASB 01.00.86 Rev 4), for Model AS 332L2 helicopters and Airbus Helicopters EASB No. 04A013, Revision 4, dated January 6, 2022 (EASB 04A013 Rev 4), for Model EC 225LP helicopters. This material specifies procedures for applying an add-on factor to the flying hours logged by the pins (bolts) and fittings and replacing them if the SLL is exceeded.

The FAA also reviewed Airbus Helicopters Alert Service Bulletin (ASB) No. AS332–53.02.03, Revision 2, dated June 15, 2023, for Model AS 332LP helicopters and Airbus Helicopters ASB No. EC225–53A065, Revision 4, dated May 28, 2024 (ASB EC225–53A065 Rev 4), for Model EC 225LP helicopters. This material specifies procedures to install new links on the attachment brackets of the MGB suspension bars and corresponds to Airbus Helicopters modification 0728496, 0728521, 0728904, and 0729044.

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 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, it 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 on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would retain the following actions of AD 2020–06–12, using updated service information: determining the accumulated hours TIS of certain part-numbered bolts and certain part-numbered fittings; applying a life limit add-on penalty factor; removing any bolt that has reached or exceeded its life limit; inspecting the

torque of certain nuts and, depending on the inspection, removing the bolt and nut from service. This proposed AD would also require modification of the MGB suspension bar, additional life limit calculations, a tightening torque inspection with new torque values, and removal and replacement of certain affected parts. Modification of the MGB suspension bar is considered terminating action for the proposed life limit calculations if certain requirements are met. This proposed AD would also prohibit installing a certain bolt after the modification is accomplished on any helicopter.

Differences Between This Proposed AD and the MCAI

The MCAI allows a 150-hour extension to the life limit of a fitting for Model AS 332L2 helicopters if a dye-penetrant inspection is performed on the fitting and no cracks are found. This proposed AD would not allow this option.

For Model AS 332L2 helicopters, the MCAI requires replacing bolts installed with an incorrect torque value applied before the effective date of the MCAI. This proposed AD would require inspecting the torque of each nut instead, and depending on the outcome, removing the nut and its bolt from service.

The MCAI refers to the front and rear attachment bolts as ''pins,'' whereas this proposed AD would not.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 30 helicopters (2 Model AS 332L2 helicopters and 28 Model EC 225LP helicopters) of U.S. registry. The FAA estimates the following costs to comply with this proposed AD. Labor costs are estimated at $85 per hour.

For Model AS 332L2 helicopters only:

Determining the adjusted life limit for the fittings would take 0.5 work-hour for an estimated cost of $43 per helicopter and $86 for the U.S. fleet.

If required, replacing a fitting (including associated hardware) and applying torque would take 8 work-hours and parts would cost $7,000 for an estimated cost of $7,680 per helicopter.

For all applicable helicopters:

Determining the adjusted life limit for the bolts would take 0.5 work-hour for an estimated cost of $43 per helicopter and $1,290 for the U.S. fleet.

If required, replacing a bolt (including associated hardware) would take 4 work-hours and parts would cost about $89 for an estimated cost of $429 per bolt.

Modifying each MGB suspension bar would take up to 40 work-hours and parts would cost up to $54,445 for an estimated cost of up to $57,845 (depending on helicopter configuration) per modification (up to four modifications per helicopter).

Performing a tightening torque inspection would take 4 hours for an estimated cost of $340 per inspection.

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 that the 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 2020–06–12, Amendment 39–19881 (85 FR 19077, April 6, 2020); and

■ b. Adding the following new airworthiness directive:

Airbus Helicopters: Docket No. FAA–2025–1736; Project Identifier MCAI–2024–00435–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 3, 2025.DOA

(b) Affected ADs

This AD replaces AD 2020–06–12, Amendment 39–19881 (85 FR 19077, April 6, 2020).

(c) Applicability

This AD applies to Airbus Helicopters, certificated in any category, identified in paragraphs (c)(1) and (2) of this AD.

(1) Model AS 332L2 helicopters with a main gearbox (MGB) suspension bar front attachment bolt part number (P/N) 332A22–1613–20 or 332A22–1613–21, MGB suspension bar rear attachment bolt P/N 332A22–1614–20, MGB suspension bar front attachment fitting P/N 332A22–1623–01, MGB suspension bar rear left-hand attachment fitting P/N 332A22–1624–02 or 332A22–1624–04, or MGB suspension bar rear right-hand attachment fitting P/N 332A22–1624–03 or 332A22–1624–05 installed.

(2) Model EC 225LP helicopters with MGB suspension bar front attachment bolt P/N 332A22–1613–21 or MGB suspension bar rear attachment bolt P/N 332A22–1614–20 installed.

Note 1 to paragraph (c): Airbus Helicopters refers to MGB suspension bar attachment bolts as ''pins.''

(d) Subject

Joint Aircraft System Component (JASC) Code 6330, Main Rotor Transmission Mount.

(e) Unsafe Condition

This AD was prompted by a report of torque loss on a MGB suspension bar attachment bolt (bolt). The FAA is issuing this AD to prevent MGB suspension bar attachment fittings and bolts remaining in service beyond their fatigue life. The unsafe condition, if not addressed, could result in structural failure of an MGB attachment assembly, detachment of an MGB suspension bar, and consequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions for Bolts

For helicopters identified in paragraphs (c)(1) and (2) of this AD without Airbus Helicopters modifications 0728521, 0728904, 0728496, and 0729044 installed, within 30 hours time-in-service (TIS) after the effective date of this AD, review records to determine the total hours TIS of each MGB suspension bar attachment bolt (bolt).

(1) Determine the life limit of each bolt by applying its total hours TIS by the add-on factor listed in Table No. 1 of Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 01.00.86, Revision 4, dated January 6, 2022 (EASB 01.00.86 Rev 4), or Airbus Helicopters EASB No. 04A013, Revision 4, and both dated January 6, 2022, as applicable to your model helicopter.

(i) Before further flight, remove from service any bolt that has reached or exceeded its life limit, and remove its associated MGB suspension bar attachment nut (nut) and cotter pins from service. Remove the associated convex and concave washers. Thereafter, before each flight, continue to calculate and record the life limit of each bolt on its component history card or equivalent record by applying the add-on factor each time the helicopter accumulates hours TIS and remove from service any bolt before reaching its life limit, along with its associated nut and cotter pins. Remove its associated convex and concave washers.

(ii) For each bolt that has not exceeded its life limit, before each flight, continue to calculate and record the life limit on its component history card or equivalent record by applying the add-on factor each time the helicopter accumulates hours TIS and remove from service any bolt before reaching its life limit, along with its associated nut and cotter pins. Remove the associated convex and concave washers.

(2) Before further flight, if any nut, bolt, or cotter pin was removed from service as a result of the actions in paragraph (g)(1) of this AD, replace those parts with airworthy parts, and install new (never installed) convex and concave washers or reinstall the convex and concave washers that were removed (if washers are airworthy). Torque each newly-installed nut to the minimum allowable torque value of: 735–840 lbf. in (8.3 daN.m to 9.5 daN.m) on the front nuts of the fittings, and 496–566 lbf. in (5.6 daN.m to 6.4 daN.m) on the rear nuts of the fittings.

(h) Required Actions for Fittings

For helicopters identified in paragraph (c)(1) of this AD without Airbus Helicopters modification 0728521, 0728904, 0728496, and 0729044 installed, within 30 hours TIS after the effective date of this AD, review records to determine the total hours TIS of each MGB suspension bar attachment fitting (fitting).

(1) Determine the life limit of each fitting by applying its total hours TIS by the add-on factor listed in Table No. 1 of EASB 01.00.86 Rev 4.

(i) Before further flight, remove from service any fitting that has reached or exceeded its life limit, and remove its associated nuts, and cotter pins from service. Remove its associated convex and concave washers and bolts. Thereafter, before each flight, continue to calculate and record the life limit of each fitting on its component history card or equivalent record by applying the add-on factor each time the helicopter accumulates hours TIS and remove from service any fitting before reaching its life limit, along with its associated, nuts, and cotter pins. Remove its associated convex and concave washers and bolt.

(ii) For each fitting that has not exceeded its life limit, before each flight, continue to calculate and record the life limit of each fitting on its component history card or equivalent record by applying the add-on factor each time the helicopter accumulates hours TIS and remove from service any fitting before reaching its life limit, along with its associated, nuts and cotter pins from service. Remove its associated bolts, convex and concave washers.

(2) Before further flight, if any fitting or its associated nut, or cotter pin was removed from service as a result of the actions in paragraph (h)(1) of this AD, replace those parts with airworthy parts, and install new (never installed) convex and concave washers and bolt or reinstall the convex and concave washers and bolt that were removed (if the washers and bolt are airworthy). Torque each newly-installed nut using the allowable torque value in paragraph (g)(2) of this AD.

(i) Required Actions for Torque Values

For helicopters identified in paragraph (c)(1) of this AD without Airbus Helicopters modification 0728521, 0728904, 0728496, and 0729044 installed, within 150 hours TIS (without the add-on factor) after the effective date of this AD, inspect the torque of each nut.

(1) If the torque on any nut is higher than the maximum allowable torque stated in paragraph (g)(2) of this AD, before further flight, remove the nut, its associated bolt, and its cotter pins from service.

(2) If the torque on any nut is lower than the minimum allowable torque value stated in paragraph (g)(2) of this AD, before further flight, tighten the nut to the allowable torque stated in paragraph (g)(2) of this AD.

(3) Within 150 hours TIS (without the add-on factor), remove from service any nut its associated bolt, and its cotter pins that were tightened as required by paragraph (i)(2) of this AD, and torque each newly-installed nut using the allowable torque value in paragraph (g)(2) of this AD.

(j) Required Actions for Links

(1) For helicopters identified in paragraph (c)(1) of this AD without Airbus Helicopters modification 0728521, 0728904, 0728496, and 0729044 installed, within 825 hours TIS or 27 months after the effective date of this AD, whichever occurs first, modify the helicopter by installing attachment bracket links for the MGB suspension bars in accordance with the Accomplishment Instructions, paragraphs 3.B.2.a through 3.B.3.i., of Airbus Helicopters Alert Service Bulletin (ASB) No. AS332–53.02.03, Revision 2, dated June 15, 2023 (ASB AS332–53.02.03 Rev 2), except as provided in paragraphs (j)(1)(i) through (ix) of this AD.

Note 2 to paragraph (j)(1): Airbus refers to the installation of the attachment bracket links for the MGB suspension bar as modification 0728496, 0728521, 0728904, and 0729044.

(i) Instead of discarding parts, you must remove those parts from service.

(ii) Where ASB AS332–53.02.03 Rev 2 uses the term check, this AD requires doing an inspection.

(iii) You are not required to define or record the thickness of the peel shims.

(iv) Instead of contacting Airbus Helicopters if there is damage after removing corrosion, this AD requires that you remove the affected part from service before further flight.

(v) Instead of contacting Airbus Helicopters if there are any cracks on the frames at the attachment bracket fixations, this AD requires that you remove the affected part from service before further flight.

(vi) For purposes of this AD, ''correctly stacked'' as used in ASB AS332–53.02.03 Rev 2 means the concave washers are installed with the flat side towards the front bracket, and the convex washers are installed with the flat side towards the nuts.

(vii) For purposes of this AD, ''correctly engaged'' as used in ASB AS332–53.02.03 Rev 2 means the centering pin is engaged on the front plate.

(viii) Instead of contacting Airbus Helicopters if the clearance of J1 or J2 is less than 0.5 mm (0.0196 in) after inspecting the new links of the rear brackets, you must take corrective action until the clearance is at least 0.5 mm using a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or European Union Aviation Safety Agency (EASA); or Airbus Helicopters EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(ix) For the purposes of this AD, new as used in ASB AS332–53.02.03 Rev 2 means the part has never been installed on a helicopter.

(2) For helicopters identified in paragraph (c)(2) of this AD without Airbus Helicopters modification 0728521, 0728904, 0728496, and 0729044 installed, within 1,320 hours TIS or 40 months after the effective date of this AD, whichever occurs first, modify the helicopter by installing bracket links for the MGB suspension bars in accordance with the Accomplishment Instructions, paragraphs 3.B.2. through 3.B.3.i, of Airbus Helicopters ASB No. EC225–53A065, Revision 4, dated May 28, 2024 (ASB EC225–53A065 Rev 4), except as provided in paragraphs (j)(2)(i) through (ix) of this AD.

(i) Instead of discarding parts, you must remove those parts from service.

(ii) Where ASB EC225–53A065 Rev 4 uses the term check, this AD requires doing an inspection.

(iii) You are not required to define or record the thickness of the peel shims.

(iv) Instead of contacting Airbus Helicopters if there is damage after removing corrosion, this AD requires that you remove the affected part from service before further flight.

(v) Instead of contacting Airbus Helicopters if there are any cracks on the frames at the attachment bracket fixations, this AD

requires that you remove the affected part from service before further flight.

(vi) For the purposes of this AD, ''correctly stacked'' as used in ASB EC225–53A065 Rev 4 means the concave washers are installed with the flat side towards the bracket, and the convex washers are installed with the flat side towards the nuts.

(vii) For purposes of this AD, ''correctly engaged'' as used in ASB EC225–53A065 Rev 4 means the centering pin is engaged on the front plate.

(viii) Instead of contacting Airbus Helicopters if the clearance of J1 or J2 is less than 0.5 mm (0.0196 in) after inspecting the new links of the rear brackets, you must take corrective action until the clearance is at least 0.5 mm using a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(ix) Where ASB EC225–53A065 Rev 4 uses the phrase ''if necessary'', this AD requires replacing that text with ''if applicable''.

(3) For helicopters identified in paragraphs (c)(1) and (2) of this AD that have Airbus Helicopter modification 0728521, 0728904, 0728496, and 0729044 installed before the effective date of this AD, within 27 months for Model AS 332L2 helicopters, and within 40 months for Model EC 225LP helicopters, after the effective date of this AD, modify the helicopter in accordance with the Accomplishment Instructions, paragraphs 3.B.2.c.1.b through 3.B.2.c.2.b of ASB AS332–53.02.03 Rev 2 or ASB EC225–53A065 Rev 4, as applicable to your model helicopter, and tighten to the standard torque value, except instead of discarding parts, you must remove those parts from service.

(4) Modifying the helicopter as required by paragraphs (j)(1) or (2) of this AD terminates the life limit required by paragraphs (g) and (h) of this AD.

(k) Installation Prohibition

As of the effective date of this AD, do not install front bolt P/N 332A22–1613–20 or 332A22–1613–21, rear bolt P/N 332A22–1614–20, front fitting P/N 332A22–1623–01, rear left-hand fitting P/N 332A22–1624–02 or 332A22–1624–04, or rear right-hand fitting P/N 332A22–1624–03 or 332A22–1624–05 on any helicopter, unless:

(1) The part has not exceeded the applicable service life limit after accomplishing the actions required by paragraphs (g)(1) or (h)(1) of this AD, as applicable; and

(2) After installation of the part, the life limit is calculated in accordance with paragraph (g)(1) or (h)(1) of this AD and all other applicable requirements of this AD are accomplished.

(l) Credit for Previous Actions

(1) For Model AS 332L2 helicopters, paragraph (l)(1) of this AD provides credit for the initial life limit calculations required by paragraphs (g)(1) and (h)(1) of this AD, if those calculations were performed before the effective date of this AD using the service information identified in paragraphs (l)(1)(i) through (iv) of this AD.

(i) Airbus Helicopters EASB No. 01.00.86, Revision 0, dated July 27, 2017.

(ii) Airbus Helicopters EASB No. 01.00.86, Revision 1, dated August 25, 2017.

(iii) Airbus Helicopters EASB No. 01.00.86, Revision 2, dated March 2, 2020.

(iv) Airbus Helicopters EASB No. 01.00.86, Revision 3, dated August 19, 2021.

(2) For Model EC 225LP helicopters, paragraph (l)(2) of this AD provides credit for the initial life limit calculations required by paragraph (g)(1) of this AD, if those calculations were performed before the effective date of this AD using the service information identified in paragraphs (l)(2)(i) through (iv) of this AD.

(i) Airbus Helicopters EASB No. 04A013, Revision 0, dated July 27, 2017.

(ii) Airbus Helicopters EASB No. 04A013, Revision 1, dated August 25, 2017.

(iii) Airbus Helicopters EASB No. 04A013, Revision 2, dated March 2, 2020.

(iv) Airbus Helicopters EASB No. 04A013, Revision 3, dated August 19, 2021.

(m) 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 (n)(1) 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 local flight standards district office/certificate holding district office.

(n) Additional Information

(1) For more information about this AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (781) 238–7244; email: *william.mccully@faa.gov.*

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (o)(3) of this AD.

(o) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information 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) Airbus Helicopters Alert Service Bulletin No. AS332–53.02.03, Revision 2 dated June 15, 2023.

(ii) Airbus Helicopters Alert Service Bulletin No. EC225–53A065, Revision 4, dated May 28, 2024.

(iii) Airbus Helicopters Emergency Alert Service Bulletin No. 01.00.86, Revision 4, dated January 6, 2022.

(iv) Airbus Helicopters Emergency Alert Service Bulletin No. 04A013, Revision 4, dated January 6, 2022.

(3) For Airbus Helicopters material identified in this AD, contact Airbus Helicopters, 2701 North Forum Drive, Grand Prairie, TX 75052; phone: (972) 641–0000 or (800) 232–0323; fax: (972) 641–3775; website: *airbus.com/en/products-services/helicopters/hcare-services/airbusworld.*

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

Issued on August 14, 2025.

Steven W. Thompson,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–2259; Project Identifier MCAI–2025–00021–T]

RIN 2120–AA64

Airworthiness Directives; ATR—GIE Avions de Transport Régional Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all ATR—GIE Avions de Transport Régional Model ATR42 and Model ATR72 airplanes. This proposed AD was prompted by a design review that determined that the inspection interval of the pressure regulator and shut-off valve (PRSOV) functional test must be reduced to meet the design safety objectives, due to a risk of dormant failures. This proposed AD would require repetitive functional tests of each PRSOV, and applicable corrective actions. 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 October 3, 2025.

ADDRESSES: You may send comments, using the procedures found in 14 CFR