

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2025–0625; Project Identifier MCAI–2022–01625–R; Amendment 39–23085; AD 2025–14–07]

RIN 2120–AA64

**Airworthiness Directives; Airbus Helicopters**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Model AS 365 N3, EC 155B, and EC155B1 helicopters. This AD was prompted by reports of false engine fire warnings. This AD requires replacing affected engine fire detectors and prohibits installing an affected engine fire detector or an engine that contains an affected engine fire detector. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective August 26, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 26, 2025.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–0625; 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, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

*Material Incorporated by Reference:*

- For European Union Aviation Safety Agency (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](mailto:ADs@easa.europa.eu); website: [easa.europa.eu](https://easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](https://ad.easa.europa.eu).

- 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. It is also available

at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–0625.

**FOR FURTHER INFORMATION 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](mailto:aryanna.t.sanchez@faa.gov).

**SUPPLEMENTARY INFORMATION:****Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Airbus Helicopters Model AS 365 N3, EC 155B, and EC155B1 helicopters. The NPRM was published in the **Federal Register** on April 25, 2025 (90 FR 17350). The NPRM was prompted by AD 2022–0261, dated December 20, 2022, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA AD 2022–0261) (also referred to as the MCAI). The MCAI states that there have been several reports of false engine fire warnings. Subsequent investigation determined that a manufacturing non-compliance on the engine fire detectors, part numbers (P/N) H243–1 or H443–1, caused a shift of the detection threshold towards temperature values that are lower than specified, and potentially led to false engine fire warnings. When two engines on a helicopter are fitted with a non-conforming engine fire detector, an engine fire warning could occur on both engines during the same flight. This condition, if not corrected, could lead to a commanded engine in-flight shutdown and consequent loss of control of the helicopter.

In the NPRM, the FAA proposed to require replacing affected engine fire detectors and prohibit installing an affected engine fire detector or an engine that contains an affected engine fire detector. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–0625.

**Discussion of Final Airworthiness Directive****Comments**

The FAA received no comments on the NPRM or on the determination of the costs.

**Conclusion**

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 reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

**Material Incorporated by Reference Under 1 CFR Part 51**

The FAA reviewed EASA AD 2022–0261, which specifies procedures for replacing affected engine fire detectors (P/N H243–1 or H443–1) and prohibits installation of an affected engine fire detector or an engine that contains an affected engine fire detector. This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

**Costs of Compliance**

The FAA estimates that this AD affects 3 helicopters of U.S. registry. Labor costs are estimated at \$85 per hour. Based on these numbers, the FAA estimates the following costs to comply with this AD.

Replacing an engine fire detector takes 1 work-hour and parts cost \$1,800, for an estimated cost of \$1,885 per helicopter and \$5,655 for the U.S. fleet.

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

## Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

## List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

## The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

## PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

### § 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

#### 2025–14–07 Airbus Helicopters:

Amendment 39–23085; Docket No. FAA–2025–0625; Project Identifier MCAI–2022–01625–R.

#### (a) Effective Date

This airworthiness directive (AD) is effective August 26, 2025.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Airbus Helicopters Model AS 365 N3, EC 155B, and EC155B1 helicopters, certificated in any category.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 2610, Fire Detection System.

#### (e) Unsafe Condition

This AD was prompted by reports of false engine fire warnings. The FAA is issuing this AD to prevent false engine fire warnings. The unsafe condition, if not addressed, could lead to a commanded engine in-flight shut-down

and consequent 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 AD 2022–0261, dated December 20, 2022 (EASA AD 2022–0261).

#### (h) Exceptions to EASA AD 2022–0261

(1) Where EASA AD 2022–0261 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt the “Remarks” section of EASA AD 2022–0261.

#### (i) No Reporting Requirement

Although the material referenced in EASA AD 2022–0261 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

#### (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](mailto: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](mailto: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 2022–0261, dated December 20, 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](mailto:ADs@easa.europa.eu); website: [easa.europa.eu](http://easa.europa.eu). You may find this EASA material on the EASA website at [ad.easa.europa.eu](http://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-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on July 10, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025–13715 Filed 7–21–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF THE INTERIOR

## Bureau of Ocean Energy Management

### 30 CFR Part 556

[Docket ID: BOEM–2025–0024]

RIN 1010–AE30

## Rescission of Cross References

**AGENCY:** Bureau of Ocean Energy Management, Interior.

**ACTION:** Final rule.

**SUMMARY:** The Bureau of Ocean Energy Management (BOEM) is amending its regulations to rescind a section containing cross references. This section is not necessary because it is non-regulatory and only cites references to other regulations.

**DATES:** This final rule is effective on July 22, 2025.

#### FOR FURTHER INFORMATION CONTACT:

Jennifer Jones, Office of Regulatory Affairs, BOEM, 1849 C Street NW, Washington, DC 20240, at email address [jennifer.jones@boem.gov](mailto:jennifer.jones@boem.gov), or at telephone number (202) 571–8664.

#### SUPPLEMENTARY INFORMATION:

*Background information.* This final rule revises the Department of the Interior’s (DOI or the Department) regulations, which are administered by BOEM, that contain a provision listing cross references in section 556.103 of title 30 of the Code of Federal Regulations. This section cites other laws and regulations pertaining to offshore oil and gas development. Upon reviewing this regulation, BOEM has determined that it should be rescinded because it does not regulate the public and is unnecessary. BOEM has determined that this reason, independently and alone, justifies rescission of 30 CFR 556.103. BOEM has no interest in maintaining a rule that is unnecessary.