

**(e) Unsafe Condition**

This AD was prompted by reports of leaking bleed system high pressure valves (HPV), likely due to HPV clip failure and sealing ring damage, and by the determination that the replacement intervals required by AD 2023–11–08 must be reduced to address the unsafe condition. The FAA is issuing this AD to address a leaking HPV that may expose the pressure regulating valve (PRV), which is installed downstream from the HPV, to high pressure, possibly damaging the PRV itself and preventing its closure. The unsafe condition, if not addressed, could result in high pressure and temperatures in the duct downstream from the PRV, with possible duct burst, damage to several systems, and consequent loss of control of the airplane.

**(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 2023–0111R1, dated May 28, 2024 (EASA AD 2023–0111R1).

**(h) Exceptions to EASA AD 2023–0111R1**

(1) Where EASA AD 2023–0111R1 refers to “05 September 2022 [the effective date of EASA AD 2022–0181],” this AD requires using September 15, 2022 (the effective date of AD 2022–19–05, Amendment 39–22174 (87 FR 54870, September 8, 2022)).

(2) Where paragraph (19) of EASA AD 2023–0111R1 refers to “08 December 2022 (the effective date of EASA AD 2022–0227),” this AD requires using the effective date of this AD.

(3) Where paragraph (21) of EASA AD 2023–0111R1 refers to “08 December 2022 (the effective date of EASA AD 2022–0227),” this AD requires using July 18, 2023 (the effective date of AD 2023–11–08).

(4) Where EASA AD 2023–0111R1 refers to “02 June 2023 [the effective date of the original issue of this AD],” this AD requires using the effective date of this AD.

(5) Where EASA AD 2023–0111R1 refers to its effective date, this AD requires using the effective date of this AD.

(6) Where paragraphs (1), (2), (3), and (7) of EASA AD 2023–0111R1 specify to inform all flightcrews of airplane flight manual (AFM) revisions and dispatch limitations, and thereafter operate the airplane accordingly, this AD does not require those actions, as those actions are already required by existing FAA regulations (see 14 CFR 91.9, 91.505, and 121.137 for AFM requirements and 14 CFR 121.628(a)(2) and (5) for minimum equipment list requirements).

(7) This AD does not adopt the reporting requirements of paragraph (23) of EASA AD 2023–0111R1.

(8) This AD does not adopt the “Remarks” section of EASA AD 2023–0111R1.

**(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](mailto: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 2023–11–08 are approved as AMOCs for the corresponding provisions of EASA AD 2023–0111R1 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 referenced in EASA AD 2023–0111R1 contains paragraphs that are labeled as RC, the instructions in RC paragraphs, including subparagraphs under an RC paragraph, must be done to comply with this AD; any paragraphs, including subparagraphs under those paragraphs, that are not identified as RC are recommended. The instructions in paragraphs, including subparagraphs under those paragraphs, 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 instructions identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to instructions identified as RC require approval of an AMOC.

**(j) Additional Information**

For more information about this AD, contact Dan Rodina, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 206–231–3225; email [dan.rodina@faa.gov](mailto:dan.rodina@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 2023–0111R1, dated May 28, 2024.

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

Issued on February 13, 2025.

**Suzanne Masterson,**

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

[FR Doc. 2025–03293 Filed 2–27–25; 8:45 am]

**BILLING CODE 4910–13–P**

**LIBRARY OF CONGRESS****U.S. Copyright Office****37 CFR Part 201**

[Docket No. 2005–6]

**Statutory Cable, Satellite, and DART License Reporting Practices**

**AGENCY:** U.S. Copyright Office, Library of Congress.

**ACTION:** Clarification to final rule.

**SUMMARY:** This document clarifies the compliance date for certain reporting obligations issued in the U.S. Copyright Office’s final rule governing the royalty reporting practices of cable operators, and the Statement of Account form and filing requirements.

**DATES:**

*Effective date:* February 28, 2025.

*Compliance date:* Compliance with reporting obligations published at 89 FR 100348, 100350 to 100356, is required as of the August 29, 2025, filing deadline.

**FOR FURTHER INFORMATION CONTACT:**

Rhea Efthimiadis, Assistant to the General Counsel, by email at [meft@copyright.gov](mailto:meft@copyright.gov), or by telephone at 202–707–8350.

**SUPPLEMENTARY INFORMATION:** On December 12, 2024, the Copyright Office (“Office”) published a final rule in the **Federal Register** at 89 FR 100348 regarding the Statement of Account (“SOA”) requirements for cable operators pursuant to section 111 of

Title 17. Among other things, the rule clarified and adjusted certain information required to be reported on the biannual SOAs, which relate to the calculation of royalties required to be paid to the Office for subsequent distribution to copyright owners. The rule anticipated the creation of a new SOA form by the Office, which is in progress, as well as new instructions for completion of the SOA to reflect changes in the rule. The Office has determined that the new form will not be available prior to the upcoming filing deadline of March 1, 2025 and that the instructions that would permit use of the existing forms consistent with the rule are not yet available. Accordingly, the Office is adjusting its compliance requirement regarding the final rule's reporting obligations<sup>1</sup> to apply to the SOA due on August 29, 2025, which covers the January 1 through June 30, 2025, accounting period.

**Shira Perlmutter,**

*Register of Copyrights and Director of the U.S. Copyright Office.*

Approved by:

**Carla D. Hayden,**

*Librarian of Congress.*

[FR Doc. 2025–03173 Filed 2–27–25; 8:45 am]

**BILLING CODE 1410–30–P**

## POSTAL SERVICE

### 39 CFR Part 121

#### Service Standards for Market-Dominant Mail Products

**AGENCY:** Postal Service™.

**ACTION:** Final rule.

**SUMMARY:** The United States Postal Service is revising the service standards for certain market-dominant services, specifically First-Class Mail®, Periodicals, USPS Marketing Mail, and Package Services. The new service standards, which will be implemented in two phases, align with operational initiatives that the Postal Service plans to implement on a nationwide basis to fundamentally transform its processing and transportation networks to achieve greater operational precision and efficiency, significantly reduce costs, and enhance service pursuant to the *Delivering for America* strategic plan. The changes will maintain service at existing levels for most volume, will upgrade standards for more market-dominant volume than is downgraded, and will improve service reliability.

**DATES:** Effective April 1, 2025, except for instruction 4 (revising part 121), which is effective July 1, 2025.

**FOR FURTHER INFORMATION CONTACT:** Martha Johnson, Senior Public Relations Representative, at [martha.s.johnson@usps.gov](mailto:martha.s.johnson@usps.gov) or (202) 268–2000.

#### SUPPLEMENTARY INFORMATION:

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##### I. Introduction

By adopting this final rule, the Postal Service is amending 39 CFR part 121 to revise the current service standards for certain market-dominant products. The Postal Service is restructuring the service standards for domestic First-Class Mail, such that the service standards will retain the current day range of 1–5 days (as well as the current 0–1 days for USPS Connect® Local), while being calculated, with certain exceptions, as the sum of delivery days accruing across three successive operational legs reflecting end-to-end service from an originating 5-digit ZIP Code to a destinating 5-digit ZIP Code. The rule also partially adjusts the service standards for end-to-end Periodicals, USPS Marketing Mail, and Package Services so that they will be primarily based on the standards for First-Class Mail, consistent with the Postal Service's implementation of a more integrated network, thus continuing efforts to eliminate the Postal Service's legacy network that, due to its poor design, has multiple, redundant network flows.

These revisions achieve the objectives set forth in 39 U.S.C. 3691(b), taking into account the factors of 39 U.S.C. 3691(c). Overall, they further the Postal Service's obligations under 39 U.S.C. 101 and other provisions of Title 39 of the U.S. Code to provide universal postal services in a prompt, reliable, and efficient manner. The Postal Service is required by law to provide universal postal services in a financially self-sufficient manner, through an integrated network for the delivery of mail and packages at least six days a week. Currently, the Postal Service is not financially self-sufficient and lacks a network that is conducive to the logical,

efficient, cost-effective, and reliable movement of mail and packages in an integrated manner from origin to destination in the modern postal environment, taking into account the current and projected volume, revenue, costs, and product mix. The Postal Service network has not been appropriately adjusted to account for volume, revenue, costs, and mail mix changes, including the substantial decline in Single-Piece First-Class Mail volume and increase in package volume, leading to significant inefficiencies.

The new service standards align with operational initiatives that the Postal Service plans to implement on a nationwide basis to fundamentally transform its processing and transportation networks to achieve greater operational precision and efficiency, significantly reduce costs, and enhance service pursuant to the Postal Service's *Delivering for America* strategic plan (DFA Plan). These initiatives will comprehensively transform the Postal Service's operations to address problems that exist today and create a network that enables the integrated movement of mail and packages in a precise and cost-effective manner consistent with best business practice far into the future. They should also lead to substantial cost savings (conservatively estimated at between \$3.6 to \$3.7 billion annually), which is critical given the Postal Service's current poor financial condition, which can be addressed only through comprehensive changes to reduce costs and increase efficiency (in conjunction with the other elements of the DFA Plan).

To illustrate, the current service standards require the Postal Service to conduct separate trips to drop off destinating volume from the processing network to collection/delivery facilities in the morning for delivery that day, and then pick-up originating volume from the collection/delivery facilities to the processing network in the afternoon, or alternatively pay Highway Contract Route contractors to layover for multiple hours between the outbound and return legs of their routes. Many of these trips transport low amounts of volume to and from collection/delivery facilities that are far from the Postal Service's processing facilities. The Postal Service's Regional Transportation Optimization (RTO) initiative will eliminate some of the costs and inefficiencies associated with these excess trips by allowing certain mail and packages to be picked up the next day from the Post Office on the same trip that also dropped off mail at that Post Office for delivery that day. The

<sup>1</sup> See 89 FR at 100350–56.