Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0615; Project Identifier MCAI–2023–00990–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 adopt a new airworthiness directive (AD) for all Airbus Helicopters Model EC120B, EC130B4, and EC130T2 helicopters. This proposed AD was prompted by a report of a missing retaining ring between the supply hose and the central supply coupling of an emergency floatation system (EFS) inflation assembly. This proposed AD would require inspecting for the presence of the retaining ring in an EFS with certain inflation assemblies installed and, depending on the results, taking corrective action. This proposed AD would also prohibit installing an EFS with those inflation assemblies installed. These actions are specified in a European Union Aviation Safety Agency (EASA) AD, which is proposed for incorporation by reference. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by May 30, 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–2025–0615; 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 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 the EASA material on the EASA website at *ad.easa.europa.eu.*
- For Safran Aerosystems material identified in this AD, contact Safran Aerosystems, Floats & Rafts, 58 rue de Segonzac—B.P. 81, 16103 Cognac Cedex, France; phone: +33 5 45 83 20 20; email: *technical.retrofit.sao@safrangroup.com;* website: *www.safran-aerosystems.com/customers.*
- 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. The EASA material also available at *regulations.gov* under Docket No. FAA–2025–0615.

FOR FURTHER INFORMATION CONTACT: Alexis Whitaker, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7309; email: *alexis.j.whitaker@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–2025–0615; Project Identifier MCAI–2023–00990–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 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 Alexis Whitaker, 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

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2023–0166, dated August 25, 2023 (EASA AD 2023–0166) (also referred to as the MCAI), to correct an unsafe condition on all Airbus Helicopters Model EC 120 B, EC 130 B4, EC 130 T2, and EC 175 B helicopters. The MCAI advises of a report that, during a maintenance check of a helicopter, it was discovered that a retaining ring was missing from the connection between the supply hose and the central supply coupling of an EFS inflation assembly. The MCAI states that the unsafe condition, if not

detected and corrected, could lead to inflation of the EFS on only one side of the helicopter after ditching, which could result in immediate capsizing of the helicopter, possibly preventing the evacuation of occupants. 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–2025–0615.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2023–0166, which specifies procedures inspecting the connection between the supply hose and the central supply coupling for the presence of the retaining ring in the EFS with certain inflation assemblies installed and, depending on the results, sending the EFS to SAFRAN Aerosystems or to a SAFRAN-approved repair center, or installing a retaining ring. EASA AD 2023–0166 also prohibits installing an EFS with those inflation assemblies installed on any helicopter.

The FAA also reviewed Safran Aerosystems Service Bulletin 025–69–42, Revision 0, dated June 13, 2023, which specifies procedures for inspecting the connection between the supply hose and the central supply coupling for the presence of the retaining ring in the EFS with certain inflation assemblies installed. If the retaining ring is present, this material specifies procedures for wrapping the supply hose connection with new adhesive tape. If the retaining ring is not present, this material specifies procedures for installing a retaining ring.

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 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 and material 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 require accomplishing the actions specified in EASA AD 2023–0166, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Differences Between This Proposed AD and the MCAI

EASA AD 2023–0166 applies to Model EC 175 B helicopters, whereas this proposed AD would not because this model helicopter does not have an FAA type certificate.

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 2023–0166 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2023–0166 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 2023–0166 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 2023–0166. Material referenced in EASA AD 2023–0166 for compliance will be available at *regulations.gov* under Docket No. FAA–2025–0615 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 359 helicopters of U.S. registry. Labor rates are estimated at $85 per work-hour. Based on these numbers, the FAA estimates the following costs to comply with this proposed AD.

ESTIMATED COST

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspecting an EFS inflation assembly	4.50 work-hours × $85.00 per hour = $383	$0	$383	$137,318

The FAA estimates the following costs to do any necessary replacements that would be required based on the results of the proposed inspection. The agency has no way of determining the number of helicopters that might need this replacement:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Installing a retaining ring	0.25 work-hours × $85 per hour = $21.25	$11	$32.25

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of 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 adding the following new airworthiness directive:

Airbus Helicopters: Docket No. FAA–2025–0615; Project Identifier MCAI–2023–00990–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by May 30, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model EC120B, EC130B4, and EC130T2 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 3212, Emergency Floatation Section.

(e) Unsafe Condition

This AD was prompted by a report of a missing retaining ring between the supply hose and the central supply coupling of an emergency floatation system (EFS) inflation assembly. The FAA is issuing this AD to detect and address a missing EFS inflation assembly retaining ring. The unsafe condition, if not addressed, could result in improper inflation of the EFS, immediate capsizing of the helicopter, and subsequent prevention of the evacuation of occupants.

(f) Compliance

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

(g) Clarification of Required Material

As required by the Definitions section of European Union Aviation Safety Agency AD 2023–0166, dated August 25, 2023 (EASA AD 2023–0166), this AD requires using Safran Aerosystems Service Bulletin 025–69–42, Revision 0, dated June 13, 2023.

(h) Requirements

Except as specified in paragraphs (i) and (j) of this AD: Comply with all required actions and compliance times specified in, and in accordance with EASA AD 2023–0166.

(i) Exceptions to EASA AD 2023–0166

(1) Where EASA AD 2023–0166 refers to its effective date this AD requires using the effective date of this AD.

(2) Where EASA AD 2023–0166 defines the ''affected part,'' this AD requires replacing that text with ''the ASB (as defined in this AD)'' and ''the ASB'' with ''Airbus Helicopters Alert Service Bulletin ASB EC120–25–40–0001 and ASB EC130–25–40–0001, each Issue 001 and dated July 12, 2023.''

(3) Where paragraph (1) of EASA AD 2023–0166 states ''At the time of next removal of the EFS from the helicopter or within 19 months, whichever occurs first,'' this AD requires replacing that text with ''within 19 months.''

(4) Where the ASB, as defined and referenced in EASA AD 2023–0166, specifies sending parts to the manufacturer, this AD does not require that action.

(5) Where ''The vendor SB,'' as clarified in paragraph (g) of this AD, and referenced in ''The ASB,'' as defined and referenced in EASA AD 2023–0166, specifies that its procedures must be performed by the Safran Aerosystems repair network or by staff able to perform the float maintenance in accordance with applicable maintenance documentation, this AD requires that those procedures be accomplished by persons authorized under 14 CFR 43.3.

(6) Where ''The vendor SB,'' as clarified in paragraph (g) of this AD, and referenced in ''The ASB,'' as defined and referenced in EASA AD 2023–0166, specifies discarding adhesive tape, this AD requires removing the adhesive tape from service.

(7) This AD does not adopt the ''Remarks'' section of EASA AD 2023–0166.

(j) No Reporting Requirement

Although the material referenced in EASA AD 2023–0166 specifies to submit certain information to the manufacturer, this AD does not require that action.

(k) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the actions required by this AD can be accomplished, provided it is a non-revenue and no passenger flight and without flight over water.

(l) 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 (m) 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.

(m) Additional Information

For more information about this AD, contact Alexis Whitaker, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (202) 975–4867; email: *alexis.j.whitaker@faa.gov.*

(n) 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 2023–0166, dated August 25, 2023.

(ii) Safran Aerosystems Service Bulletin 025–69–42, Revision 0, dated June 13, 2023.

(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 the EASA material on the EASA website at *ad.easa.europa.eu.*

(4) For Safran Aerosystems material identified in this AD, contact Safran Aerosystems, Floats & Rafts, 58 rue de Segonzac—B.P. 81, 16103 Cognac Cedex, France; phone: +33 5 45 83 20 20; email: *technical.retrofit.sao@safrangroup.com;* website: *www.safran-aerosystems.com/customers.*

(5) 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.

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

Issued on April 4, 2025.

Paul R. Bernado,

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

[FR Doc. 2025–06185 Filed 4–14–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0469; Project Identifier AD–2024–00640–T]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company 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 The Boeing Company Model 737–600, –700, –700C, –800, –900, and –900ER series airplanes. This proposed AD was prompted by a report of under-torqued and missing nuts on the horizontal stabilizer trim actuator (HSTA) lower gimbal assembly. This proposed AD would require a review of maintenance records to determine if an overhauled HSTA was inspected and corrective actions were accomplished using certain service information, and applicable on-condition 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 May 30, 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–2025–0469; 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, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For the Boeing material identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 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–2025–0469.

FOR FURTHER INFORMATION CONTACT: Luis Cortez-Muniz, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3958; email: *luis.a.cortez-muniz@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–2025–0469; Project Identifier AD–2024–00640–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.

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Background

The FAA has received a report of under-torqued and missing nuts on the HSTA lower gimbal assembly during a routine lubrication of the HSTA. The yoke assembly was found separated from the fork assembly at one corner but was still engaged on the related trunnion on the HSTA. Loss of the HSTA primary load path can result in limit cycle oscillation (LCO). LCO may be detectable by flight crew through airframe vibration or pitch oscillations but could go undetected for many fight cycles. Incorrectly installed nuts on the HSTA lower gimbal assembly, if not addressed, could result in a HSTA lower gimbal assembly disconnect resulting in loss of load path redundancy preventing continued safe flight and landing.

FAA's Determination

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.