

**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:

**2025–09–10 Leonardo S.p.A.:** Amendment 39–23031; Docket No. FAA–2025–0020; Project Identifier MCAI–2024–00604–R.

**(a) Effective Date**

This airworthiness directive (AD) is effective June 16, 2025.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Leonardo S.p.A. helicopters identified in paragraphs (c)(1) through (4) of this AD, certificated in any category.

(1) Model A109E helicopters, all serial numbers (S/N).

(2) Model A109S helicopters without Trekker Kit part number (P/N) 109G0000F01 installed, all S/Ns.

(3) Model A109S helicopters with Trekker Kit P/N 109G0000F01 installed, S/N 22202, 22088, 22701 through 22741 inclusive, 22743 through 22746 inclusive, and 22748.

(4) Model AW109SP helicopters, S/N 22201, 22203, 22214 through 22362 inclusive, 22364 through 22460 inclusive, and 22462 through 22464 inclusive.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 2620, Extinguishing System.

**(e) Unsafe Condition**

This AD was prompted by reports of incorrect installation of the motor (MTR) cables and the bonding braids connected to the engine fire extinguisher bottles. The FAA is issuing this AD to detect and correct incorrect installation of the MTR cables and the bonding braids to the engine fire extinguisher bottles, which could lead to reduced performance of the engine fire extinguishing system during an engine fire 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 2024–0193, dated October 11, 2024 (EASA AD 2024–0193).

**(h) Exceptions to EASA AD 2024–0193**

(1) Where EASA AD 2024–0193 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2024–0193 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph (2) of EASA AD 2024–0193 states “any discrepancy,” this AD requires replacing that text with “an improper installation.”

(4) This AD does not adopt the “Remarks” section of EASA AD 2024–0193.

**(i) No Reporting Requirement**

Although the material referenced in EASA AD 2024–0193 specifies to submit certain information to the manufacturer, this AD does not require that action.

**(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) Related Information**

For more information about this AD, contact Peter Schmitt, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231–3377; email: [peter.a.schmitt@faa.gov](mailto:peter.a.schmitt@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 2024–0193, dated October 11, 2024.

(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 the 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 May 7, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025–08283 Filed 5–9–25; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2024–2618; Airspace Docket No. 24–AGL–18]

RIN 2120–AA66

**Amendment of United States Area Navigation (RNAV) Route Q–436; Northcentral United States**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends United States Area Navigation (RNAV) Route Q–436 by changing the name of the “EMMMA”, MI, Fix route point to become the “KAYYS”, MI, Fix. The FAA is taking this action due to the similarly pronounced and sounding names of the EMMMA, MI, Fix and the EMMAS, WI, waypoint (WP) that is located approximately 200 nautical miles (NM) west of the EMMMA Fix. This action is an administrative change to match the Fix name change in the FAA’s National Airspace Resource (NASR) database and does not affect the airspace boundaries, route alignment, or operating requirements of Q–436.

**DATES:** Effective date 0901 UTC, August 7, 2025. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of this final rule and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

**FOR FURTHER INFORMATION CONTACT:** Colby Abbott, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies the Air Traffic Service (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System (NAS).

**History**

The FAA identified a safety issue associated with communications confusion due to similar sounding fix names of the EMMMA, MI, Fix and the EMMAS, WI, WP that is located approximately 200 NM west of the EMMMA Fix. The EMMAS WP is on the EMMAS ONE ARRIVAL Area Navigation (RNAV) Standard Terminal Arrival Route (STAR) into the Chicago/Rockford International Airport, IL, while the EMMMA Fix is part of the EMMMA Transition on the WYNDE TWO ARRIVAL (RNAV) STAR into the Chicago O'Hare International Airport, IL. To resolve the communications confusion caused when either of these two STARs are issued to arriving aircraft at the supported airports, the Chicago Air Route Traffic Control Center (ARTCC) requested one of the fix names be changed.

The FAA was already updating the WYNDE TWO ARRIVAL STAR when the Chicago ARTCC made the fix name change request, so the EMMMA, MI, Fix was selected to be changed and is being renamed the KAYYS, MI, Fix. As a result of the fix name change from "EMMMA" to "KAYYS", the RNAV Route Q-436 requires amendment to reflect the EMMMA, MI, Fix route point being changed to the KAYYS, MI, Fix route point. The geographic coordinates for the KAYYS Fix will be the same coordinates used to identify the location

of the EMMMA Fix. This change is editorial only to match the FAA NASR database information and does not change the airspace boundaries, alignment, or operational use of the high-altitude RNAV route.

**Incorporation by Reference**

United States Area Navigation Routes (Q-routes) are published in paragraph 2006 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This action amends 14 CFR part 71 by amending RNAV Route Q-436 by changing the name of the "EMMMA", MI, Fix route point to the "KAYYS", MI, Fix. The FAA is taking this action due to the similarly pronounced and sounding names of the EMMMA, MI, Fix and the EMMAS, WI, waypoint (WP). The Q-436 amendment is described below.

*Q-436:* Prior to this final rule, Q-436 extended between the EMMMA, MI, Fix and the COATE, NJ, Fix. The airspace within Canada was excluded. The FAA changes the EMMMA, MI, Fix route point name to the KAYYS, MI, Fix at the same location. As amended, the route is changed to now extend between the KAYYS, MI, Fix and the COATE, NJ, Fix. The airspace within Canada continues to be excluded.

This action is an administrative change to match the FAA's NASR database information and does not affect the airspace boundaries, alignment, or operating requirements of RNAV Route Q-436; therefore, notice and public procedure under 5 U.S.C. 553(b) is unnecessary.

**Regulatory Notices and Analyses**

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT

Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Environmental Review**

The FAA has determined that this airspace action of amending RNAV Route Q-436 by changing the name of the "EMMMA", MI, Fix route point to the "KAYYS", MI, Fix qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5a, which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points), and paragraph 5-6.5k, which categorically excludes from further environmental impact review publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitudes, or change concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with FAA Order 1050.1F, paragraph 5-2 regarding Extraordinary Circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. Accordingly, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact statement.

**List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

**The Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

**PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

**Q-436 KAYYS, MI to COATE, NJ [Amended]**

KAYYS, MI	FIX	(Lat. 42°53'03.96" N, long. 084°34'50.40" W)
YARRK, Canada	WP	(Lat. 42°31'21.79" N, long. 081°16'05.81" W)
CHAAP, Canada	WP	(Lat. 42°30'19.02" N, long. 080°40'57.36" W)
RAAKK, NY	WP	(Lat. 42°23'59.00" N, long. 078°54'39.00" W)
HERBA, NY	WP	(Lat. 42°14'35.29" N, long. 078°16'27.84" W)
LAAYK, PA	FIX	(Lat. 41°28'32.64" N, long. 075°28'57.31" W)
COATE, NJ	FIX	(Lat. 41°08'10.42" N, long. 074°41'42.60" W)

Excluding the airspace in Canada.

Authority: 49 U.S.C. 106(f), (106)(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

**§ 71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11J, Airspace Designations and Reporting

Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

*Paragraph 2006 United States Area Navigation Routes.*

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Issued in Washington, DC, on May 6, 2025.

**Brian Eric Konie,**

*Manager (A), Rules and Regulations Group.*

[FR Doc. 2025–08229 Filed 5–9–25; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2024–2405; Airspace Docket No. 24–ASO–17]

**RIN 2120–AA66**

**Establishment of United States Area Navigation (RNAV) Routes T–492 and T–494; Eastern United States**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes United States Area Navigation (RNAV) Routes T–492 and T–494 in the eastern United States. This action supports FAA Next Generation Air Transportation System (NextGen) efforts to provide a modern RNAV route structure to improve the safety and efficiency of the National Airspace System (NAS).

**DATES:** Effective date 0901 UTC, August 7, 2025. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are

available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

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**SUPPLEMENTARY INFORMATION:**

**Authority for This Rulemaking**

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**History**

The FAA published a NPRM for Docket No. FAA 2024–2405 in the **Federal Register** (89 FR 84841; October 24, 2024), proposing to establish RNAV Routes T–492 and T–494 in the eastern United States. Interested parties were

invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

**Incorporation by Reference**

United States Area Navigation routes are published in paragraph 6011 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This action amends 14 CFR part 71 by establishing RNAV Routes T–492 and T–494 in the eastern United States. This action supports the FAA's NextGen efforts to provide a modern RNAV route structure to improve the safety and efficiency of the NAS. The amendments are described below.

**T–492:** T–492 is a new RNAV route that extends between the FIINN, FL, waypoint (WP) and the DEARY, FL, Fix. The route provides RNAV connectivity for aircraft operating under instrument flight rules (IFR) to transition between the east and west sides of the Tampa International Airport, FL, and overlays VOR Federal Airway V–441 between the YOJIX, FL, Fix and the DEARY Fix.

**T–494:** T–494 is a new RNAV route that extends between the SKWAD, FL, WP and the TWOON, FL, WP. The route provides RNAV connectivity for aircraft operating under IFR to transition