

stationary seal honeycomb for rubs and disposition in accordance with paragraph 5.B.(4) and 5.B.(5) of CFM SB LEAP-1A-72-00-0536-01A-930A-D, Issue 001.

(h) Terminating Action

Replacement of the No. 3 bearing spring finger housing having P/N 2629M62G01 and a serial number identified in Table 1 of CFM SB LEAP-1A-72-00-0562-01A-930A-D, Issue 001-00 with a part eligible for installation, as specified in paragraph (g)(2)(i) and (g)(5) of this AD, constitutes terminating action for the calculations required by paragraph (g)(1) of this AD.

(i) Definitions

(1) For the purpose of this AD, a “part eligible for installation” is a No. 3 bearing spring finger housing that does not have P/N 2629M62G01 and a serial number identified in Table 1 of CFM SB LEAP-1A-72-00-0562-01A-930A-D, Issue 001-00.

(2) For the purpose of this AD, a “shop visit” is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(j) Alternative Methods of Compliance (AMOCs)

(1) 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 local Flight Standards District Office, as appropriate. If sending information directly to the Manager, AIR-520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email 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.

(3) For service material that contains steps that are labeled as Required for Compliance (RC), the following provisions apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, that are required by paragraph (g) of this AD must be done to comply with this AD. An AMOC is required for any deviations to RC steps required by paragraph (g) of this AD, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Additional Information

For more information about this AD, contact Mehdi Lamnyi, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des

Moines, WA 98198; phone: (781) 238-7743; email: mehdi.lamnyi@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) CFM International, S.A. (CFM) Service Bulletin (SB) LEAP-1A-72-00-0536-01A-930A-D, Issue 001-00, dated July 22, 2024.

(ii) CFM SB LEAP-1A-72-00-0562-01A-930A-D, Issue 001-00, dated April 30, 2025.

(3) For CFM material identified in this AD, contact CFM, GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45215; phone: (877) 432-3272; email: aviation.fleet-support@ge.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. 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 June 18, 2025.

Peter A. White,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-0341; Product Identifier MCAI-2024-00679-E]

RIN 2120-AA64

Airworthiness Directives; Safran Helicopter Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM); withdrawal.

SUMMARY: The FAA is withdrawing an NPRM that proposed to adopt a new airworthiness directive (AD) that would have applied to all Safran Helicopter Engines, S.A. (Safran) Model ARRIUS 2F and ARRIUS 2R engines. The NPRM was prompted by a manufacturer investigation that revealed certain high-pressure (HP) turbine blades may contain non-compliant porosity rates due to a change in the manufacturing process. The NPRM would have

required replacement of affected HP turbine blades. Since the NPRM was issued, further investigation and tests demonstrated that the non-compliant rate of porosity has no impact on the use limit of the affected parts and the FAA has determined that the unsafe condition no longer exists. Accordingly, the NPRM is withdrawn.

DATES: As of June 25, 2025, the proposed rule, which was published in the **Federal Register** on March 13, 2025 (90 FR 11914), is withdrawn.

ADDRESSES: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-0341; or in person at the Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD action (withdrawal), the NPRM, the mandatory continuing airworthiness information, any comments received, and other information. The street 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.

FOR FURTHER INFORMATION CONTACT: David Bergeron, Aerospace Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (781) 238-7157; email: david.j.bergeron@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

Background

The FAA issued an NPRM that proposed to amend 14 CFR part 39 by adding an AD for all Safran Model ARRIUS 2F and ARRIUS 2R engines. The NPRM was published in the **Federal Register** on March 13, 2025 (90 FR 11914). The NPRM was prompted by a manufacturer investigation that revealed certain HP turbine blades may contain non-compliant porosity rates due to a change in the manufacturing process. The NPRM proposed to require replacement of affected HP turbine blades, as specified in European Union Aviation Safety Agency (EASA) AD 2024-0218R1, dated December 19, 2024 (EASA AD 2024-0218R1).

The proposed actions were intended to prevent the failure of the HP turbine blades. The unsafe condition, if not addressed, could result in an in-flight shutdown and a significant reduction in the control of the helicopter.

Actions Since the NPRM Was Issued

Since issuance of the NPRM, EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2024-0218R1-CN, dated March 17, 2025 (EASA AD 2024-

0218R1–CN), which cancels EASA AD 2024–0218R1. EASA AD 2024–0218R1–CN states that since EASA AD 2024–0218R1 was issued, further investigation and tests demonstrated that the non-compliant rate of porosity has no impact on the use limit of the affected parts, and the subsequent risk re-assessment has shown that the safety issue addressed by the previous EASA AD does not qualify as an unsafe condition. Therefore, the FAA has determined that AD action is no longer appropriate.

Withdrawal of the NPRM constitutes only such action and does not preclude the FAA from further rulemaking on this issue, nor does it commit the FAA to any course of action in the future.

Comments

The FAA received comments from two commenters, including Summit Helicopters, Inc. and an anonymous commenter. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request for Clarification Dependent on Issuance of New EASA AD

Summit Helicopters, Inc. requested that the FAA either cancel the NPRM or revise to remove reference to EASA AD 2024–0218R1. Summit Helicopters, Inc. pointed out that EASA has issued EASA AD 2024–0218R1–CN, which cancelled EASA AD 2024–0218R1.

The FAA agrees with the request and is withdrawing the NPRM.

Request for Greater Oversight of, and Transparency From, the Manufacturer

An anonymous commenter discussed numerous topics affecting the NPRM, especially requesting that the FAA require greater oversight of, and transparency from, the engine manufacturer. Additional topics included specialized training for technicians, environmental considerations, emergency preparedness, publication of root cause analysis reports, cost burden for operators, health and safety standards and equipment, and alignment of future oversight with international best practices and quality management standards.

The FAA agrees that all the discussed topics may have had an impact should the NPRM have continued to become a final rule. However, because the NPRM is withdrawn, the discussion and requests are no longer necessary.

FAA's Conclusions

Upon further consideration, the FAA has determined that the NPRM is unnecessary. Accordingly, the NPRM is withdrawn.

Regulatory Findings

Since this action only withdraws an NPRM, it is neither a proposed nor a final rule and therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

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

The Withdrawal

Accordingly, the notice of proposed rulemaking (Docket No. FAA–2025–0341), which was published in the **Federal Register** on March 13, 2025 (90 FR 11914), is withdrawn.

Issued on June 18, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–11665 Filed 6–24–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. **FAA–2025–0922**; Project Identifier **MCAI–2024–00650–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) 2021–26–07, which applies to all Airbus Helicopters Model EC120B helicopters. AD 2021–26–07 requires performing repetitive inspections of the tail rotor (TR) hub body and, depending on the inspection results, replacing certain parts, and accomplishing further inspections. AD 2021–26–07 also requires for certain helicopters removing from service any bolt, washer, and nut installed on the TR hub body at certain life limits and replacing them with airworthy parts and accomplishing further inspections. Additionally, AD 2021–26–07 prohibits the installation of a certain part-numbered TR hub body unless certain requirements are met. Since the FAA issued AD 2021–26–07, it was determined that modifying the link of the TR hub body and splined

flange by adding red paint marks is necessary to enable the detection of any loss of tightening torque. This proposed AD would require the same repetitive inspections and corrective actions as AD 2021–26–07 and would require modification of the link of the TR hub body, which would be a terminating action for the repetitive inspections. The proposed AD would also require repetitive inspections of the red paint line added during the modification of the link of the TR hub body for alignment. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by August 11, 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](https://www.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](https://www.regulations.gov) under Docket No. FAA–2025–0922; 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.

- 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–2025–0922.

FOR FURTHER INFORMATION CONTACT:

Camille Seay, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5149; email: camille.l.seay@faa.gov.