

actions, in accordance with the Accomplishment Instructions of De Havilland Aircraft of Canada Limited Service Bulletin 8-05-11, dated April 29, 2022. Repeat the inspection thereafter at intervals not to exceed 6 years.

(3) Within 6 years since entry into service, or within 60 days after the effective date of this AD, whichever occurs later, do a detailed inspection for cracks and corrosion of the barrel nuts, having part number (P/N) DSC228-5, at the control attachment fittings, and before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of De Havilland Aircraft of Canada Limited Service Bulletin 8-27-122, dated July 18, 2019. Repeat the inspection thereafter at intervals not to exceed 6 years.

(4) Within 7 years since entry into service, or within 60 days after the effective date of this AD, whichever occurs later, do a detailed inspection for cracks and corrosion of the barrel nuts, having P/N DSC228-4, at the rudder pedal adjustment mechanism, and before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of De Havilland Aircraft of Canada Limited Service Bulletin 8-27-121, dated July 30, 2019. Repeat the inspection thereafter at intervals not to exceed 7 years.

(h) Actions for Model DHC-8-400 Series Airplanes

For Model DHC-8-400, -401 and -402 airplanes: Do the actions specified in paragraphs (h)(1) through (3) of this AD.

(1) As of 60 days after the effective date of this AD: At the next flight compartment windshield replacement, do a detailed inspection for cracks and corrosion of the barrel nuts at the flight compartment windshield side posts, and before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of De Havilland Aircraft of Canada Limited Service Bulletin 84-05-02, dated April 29, 2022. Repeat the inspection thereafter at each flight compartment windshield replacement.

(2) Within 6 years since entry into service, or within 60 days after the effective date of this AD, whichever occurs later, do detailed inspections for cracks and corrosion of the barrel nuts at the vertical stabilizer pitch feel trim frame, the front and rear spar wing to fuselage attachment joint struts and fittings, and the bathtub fitting attachments, and before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of De Havilland Aircraft of Canada Limited Service Bulletin 84-05-02, dated April 29, 2022. Repeat the inspections thereafter at intervals not to exceed 6 years.

(3) Within 7 years since entry into service, or within 60 days after the effective date of this AD, whichever occurs later, do a detailed inspection for cracks and corrosion of the barrel nuts, having P/N DSC228-4, at the rudder pedal adjustment mechanism, and before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of De Havilland Aircraft of Canada Limited Service

Bulletin 84-27-73, dated May 8, 2019. Repeat the inspection thereafter at intervals not to exceed 7 years.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* 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 responsible Flight Standards 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 (j) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(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, International Validation Branch, FAA; or Transport Canada; or De Havilland Aircraft of Canada Limited's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(j) Additional Information

For more information about this AD, contact Christopher Spencer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228-7300; email: 9-avs-nyaco-cos@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) De Havilland Aircraft of Canada Limited Service Bulletin 8-05-11, dated April 29, 2022.

(ii) De Havilland Aircraft of Canada Limited Service Bulletin 8-27-121, dated July 30, 2019.

(iii) De Havilland Aircraft of Canada Limited Service Bulletin 8-27-122, dated July 18, 2019.

(iv) De Havilland Aircraft of Canada Limited Service Bulletin 84-05-02, dated April 29, 2022.

(v) De Havilland Aircraft of Canada Limited Service Bulletin 84-27-73, dated May 8, 2019.

(3) For De Havilland Aircraft of Canada Limited material identified in this AD, contact De Havilland Aircraft of Canada Limited, Dash 8 Series Customer Response Centre, 5800 Explorer Drive, Mississauga, Ontario, L4W 5K9, Canada; telephone North America (toll-free): 855-310-1013, Direct: 647-277-5820; email thd@dehavilland.com; website dehavilland.com.

(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 or email fr.inspection@nara.gov.

Issued on September 24, 2025.

Steven W. Thompson,

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

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CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Parts 1245, 1421, 1422, and 1500

[Docket Nos. CPSC-2009-0087, CPSC-2011-0074, CPSC-2021-0014, and CPSC-2021-0015]

Withdrawal of Proposed Regulatory Actions

AGENCY: Consumer Product Safety Commission.

ACTION: Notice of withdrawal of proposed rules.

SUMMARY: The U.S. Consumer Product Safety Commission (Commission or CPSC) is formally withdrawing certain notices of proposed rulemaking issued between October 2009 and July 2024. The Commission does not intend to issue final rules with respect to these proposals. If the Commission decides to pursue future regulatory action in any of these areas, it will issue a new proposed rule.

DATES: The Commission is withdrawing the proposed rules published at 74 FR 55495 (October 28, 2009), 82 FR 22190 (May 12, 2017), 87 FR 43688 (July 21, 2022), and 89 FR 61363 (July 31, 2024) as of September 29, 2025.

FOR FURTHER INFORMATION CONTACT: Matthew A. Campbell, General Counsel, U.S. Consumer Product Safety Commission, 4330 East-West Highway, Bethesda, MD 20814; telephone: (301) 504-0124; email: mcampbell@cpsc.gov.

SUPPLEMENTARY INFORMATION:

I. Background

The Commission is withdrawing the proposed rulemaking documents described below. The Commission does not intend to issue final rules with respect to these proposals. If the Commission decides to pursue future regulatory action in any of these areas, it will issue a new proposed rule.

Safety Standard Addressing Blade-Contact Injuries on Table Saws

On October 11, 2011, the Commission started a rulemaking with an advance notice of proposed rulemaking (ANPR).¹ On May 12, 2017, the Commission published a notice of proposed rulemaking (NPR) under the Consumer Product Safety Act (CPSA) proposing to establish a performance standard that requires table saws to limit the depth of cut to no more than 3.5 mm when a test probe, acting as surrogate for a human finger or other body part, approaches the spinning blade at a rate of 1 meter per second (m/s).² Subsequently, on November 1, 2023, the Commission published a supplemental notice of proposed rulemaking.³

Standard for Recreational Off-Highway Vehicles

On October 28, 2009, the Commission started a rulemaking with the publication of an ANPR under the CPSA to consider whether there may be unreasonable risks of injury and death associated with overturning and collisions related to recreational off-highway vehicles (OHVs).⁴

Safety Standard for Fire and Debris-Penetration Hazards

On May 11, 2021, the Commission started a rulemaking with the publication of an ANPR inviting comments concerning the risks of injury associated with OHV fire and debris-penetration hazards.⁵ On July 21, 2022, the Commission published an NPR under the CPSA to propose requirements to prevent debris penetration into the occupant area of OHVs, including recreational off-highway vehicles and utility task/terrain vehicles.⁶

¹ 76 FR 62678 (October 11, 2011) <https://www.federalregister.gov/documents/2011/10/11/2011-26171/table-saw-blade-contact-injuries-advance-notice-of-proposed-rulemaking-request-for-comments-and>.

² 82 FR 22190 (May 12, 2017) <https://www.federalregister.gov/documents/2017/05/12/2017-09098/safety-standard-addressing-blade-contact-injuries-on-table-saws>.

³ Nov. 1, 2023 (88 FR 74909) <https://www.federalregister.gov/documents/2023/11/01/2023-23898/safety-standard-addressing-blade-contact-injuries-on-table-saws>.

⁴ 74 FR 55495 (October 28, 2009) <https://www.federalregister.gov/documents/2009/10/28/E9-25959/standard-for-recreational-off-highway-vehicles>

⁵ 86 FR 25817 (May 11, 2021) <https://www.federalregister.gov/documents/2021/05/11/2021-09881/off-highway-vehicle-ohv-fire-and-debris-penetration-hazards-advance-notice-of-proposed-rulemaking>.

⁶ 87 FR 43688 (July 21, 2022) <https://www.federalregister.gov/documents/2022/07/21/2022-15355/safety-standard-for-debris-penetration-hazards>.

Banned Hazardous Substances: Aerosol Duster Products Containing More Than 18 mg in Any Combination of HFC-152a and/or HFC-134a

On July 31, 2024, the Commission published a notice of proposed rulemaking to declare that any aerosol duster products that contain more than 18 mg in any combination of HFC-152a and/or HFC-134a are banned hazardous substances under the Federal Hazardous Substances Act (FHSA).⁷

II. Withdrawal of Proposed Rules

The Commission is withdrawing these proposals because, as noted above, the Commission no longer intends to issue final rules with respect to these proposals. If the Commission decides to pursue future regulatory action in any of these areas, it will do so by publishing a new proposed rule or other issuance consistent with the requirements of the Administrative Procedure Act, as applicable.

Alberta E. Mills,

Secretary, Consumer Product Safety Commission.

[FR Doc. 2025-18810 Filed 9-26-25; 8:45 am]

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DEPARTMENT OF VETERANS AFFAIRS

38 CFR Part 4

RIN 2900-AS37

Objective Evidence of Pain for Painful Scars Under DC 7804

AGENCY: Department of Veterans Affairs.

ACTION: Proposed rule.

SUMMARY: The Department of Veterans Affairs (VA) proposes to revise 38 CFR 4.118, diagnostic code (DC) 7804 (“Scar(s), unstable or painful”), by adding a note clarifying that VA still requires objective evidence of pain when rating a scar as painful. The inclusion of this note would align with current policy and ensure consistent application of the rating criteria.

DATES: Comments must be received on or before November 28, 2025.

ADDRESSES: You may submit comments through www.regulations.gov under RIN 2900-AS37. That website includes a plain-language summary of this rulemaking. Instructions for accessing agency documents, submitting

⁷ 89 FR 61363 (July 31, 2024) <https://www.federalregister.gov/documents/2024/07/31/2024-16716/banned-hazardous-substances-aerosol-duster-products-containing-more-than-18-mg-in-any-combination-of>.

comments, and viewing the rulemaking docket are available on www.regulations.gov under “FAQ.”

FOR FURTHER INFORMATION CONTACT: Chad Stoddan and Leah Carey, Regulations Analysts, VASRD Regulations Staff, Compensation Service, Veterans Benefits Administration, (202) 461-9700.

SUPPLEMENTARY INFORMATION:

I. Background

As part of the revision of the VA Schedule for Rating Disabilities (VASRD), VA proposes to revise 38 CFR 4.118, DC 7804 (“Scar(s), unstable or painful”), by adding a note clarifying that rating personnel must continue to require objective evidence of pain prior to denoting a scar as painful. Since its inclusion in the VASRD, VA has always required objective evidence of pain to assign a compensable evaluation using this DC. Starting on April 1, 1946, VA titled DC 7804 “Scars, superficial, tender and painful on objective demonstration.” See 29 FR 6718, 6748 (May 22, 1964) (adding the 1945 rating schedule, which became effective April 1, 1946, to part 4 of 38 CFR). On August 30, 2002, VA subsequently retitled DC 7804 “Scars, superficial, painful on examination.” Schedule for Rating Disabilities; the Skin, 67 FR 49590, 49596 (Jul. 31, 2002). Finally, VA changed the title again, effective October 23, 2008, to “Scar(s), unstable or painful.” Schedule for Rating Disabilities; Evaluation of Scars, 73 FR 54708, 54710 (Sep. 23, 2008). The purpose of the most recent title change was threefold. First, VA removed DC 7803, which VA had used to evaluate unstable superficial scars, and moved its evaluation criteria into DC 7804; thus, it was necessary to update DC 7804’s title to include unstable scars. *Id.*; see also 73 FR 4228, 430 (Jan. 3, 2008) (proposed rule explaining the change). Second, VA removed the word “superficial” from the title of DC 7804 because VA wanted claims processors to evaluate both superficial and deep scars using this DC. *Id.*; see also 73 FR 430. Finally, VA removed the words “on examination” because “VA’s disability ratings are based on relevant medical evidence; as such, to include ‘on examination’ in the title is redundant.” 73 FR 430.

During the time preceding the 2008 publication, traditional examinations, which included an objective assessment of the condition, were most frequently used in support of claims. Indeed, most relevant medical evidence contained, and still contains, an objective aspect of the evaluation. Podder, V., Lew, V., and Ghassemzadeh, S. “SOAP Notes,”