

requirements of § 1026.35(c) applies. See § 1026.35(c)(2) and (c)(4)(vii).

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Jonathan V. Gould,
Comptroller of the Currency.

By order of the Board of Governors of the Federal Reserve System, acting through the Secretary of the Board under delegated authority.

Benjamin W. McDonough,
Deputy Secretary of the Board.

Russell Vought,
Acting Director, Consumer Financial Protection Bureau.

[FR Doc. 2025-22875 Filed 12-15-25; 8:45 am]

BILLING CODE 4810-33-P; 6210-01-P; 4810-AM-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-5385; Project Identifier MCAI-2025-01589-R; Amendment 39-23213; AD 2025-25-05]

RIN 2120-AA64

Airworthiness Directives; Airbus Helicopters Deutschland GmbH (AHD) Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Deutschland GmbH (AHD) Model BO-105A, BO-105C, BO-105S, BO-105LS A-3, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters. This AD was prompted by a report of a crack found on the fork lever of the mixing lever assembly. This AD requires visually inspecting the fork lever for cracks and the mixing lever assembly for missing components, damage, or corrosion. Depending on the results of these inspections, this AD requires taking corrective action and reporting the results of the inspection to the manufacturer. Lastly, this AD prohibits installing affected fork levers unless certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 31, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 31, 2025.

The FAA must receive comments on this AD by January 30, 2026.

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-2025-5385; 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 final rule, 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 European Union Aviation Safety Agency (EASA) material identified in this final rule, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADS@easa.europa.eu; internet easa.europa.eu. You may find the EASA material on the EASA website at ad.easa.europa.eu.

- You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., 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-2025-5385.

FOR FURTHER INFORMATION CONTACT:

Steven Warwick, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-5225; email: steven.r.warwick@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under **ADDRESSES**. Include “Docket No. FAA-2025-5385; Project Identifier MCAI-2025-01589-R” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, 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 final rule 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](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

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 AD 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 AD, 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 AD. Submissions containing CBI should be sent Steven Warwick, 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 2025-0217, dated October 1, 2025 (EASA AD 2025-0217) (also referred to as the MCAI), to correct an unsafe condition on AHD Model BO105 A, BO105 C, BO105 D, BO105 S, BO105 LS A-3 (including helicopters modified in accordance with EASA Supplemental Type Certificate (STC) 10039633), or previously by LBA STC EMZ NR. 0654/3058 (so called “Superlifter”), MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters. The MCAI states that there was a report of a crack on the fork lever of a Model MBB-BK117 helicopter. The MCAI further states that due to similarity of design, the same unsafe condition could also affect Model BO105 helicopters. EASA considers this MCAI an interim action and further action may follow.

The FAA is issuing this AD to detect and address any cracks on the fork lever, which could result in failure of the fork lever, and consequent loss of control of the helicopter.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–5385.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0217, which specifies procedures for inspecting certain part-numbered fork levers for cracks and inspecting the mixing lever assembly for certain conditions (missing components, damage, or corrosion). Based on the inspection results, EASA AD 2025–0217 specifies procedures for replacing affected parts and reporting the inspection results to the manufacturer. Additionally, EASA AD 2025–0217 prohibits installing an affected fork lever unless certain requirements are met.

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 civil aviation authority (CAA) 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, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

AD Requirements

This AD requires accomplishing the actions specified in EASA AD 2025–0217, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this AD. See “Differences Between this AD and the MCAI and Referenced Material” for a discussion of the general differences included in this AD.

Differences Between This AD and the MCAI and Referenced Material

The MCAI applies to AHD Model BO105 D helicopters, whereas this AD

does not because that model does not have an FAA type certificate.

Where the material referenced in EASA AD 2025–0217 does not specify instructions if there are any doubts on the result from the visual inspection, create a Technical Event (TE) on WebTEK for further instructions, this AD requires, before further flight, performing a borescope inspection on the fork lever if there is a line having no visible gap or misalignment.

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 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, EASA AD 2025–0217 is incorporated by reference in this AD. This AD requires compliance with EASA AD 2025–0217 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this AD. Using common terms that are the same as the heading of a particular section in EASA AD 2025–0217 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 2025–0217. Material required by EASA AD 2025–0217 for compliance will be available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–5385 after this AD is published.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to

make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because the affected component is part of an assembly that is critical to the flight control of a helicopter, such that if a failure occurs in the affected part, loss of control of a helicopter could occur. The FAA has no information pertaining to the extent of fatigue of the affected component that may currently exist in helicopters or how quickly the condition may propagate to failure. Thus, the affected helicopters must be inspected no later than 30 days with higher usage helicopters in a shorter period of time if utilized more than 110 hours time-in-service in 30 days. This compliance time is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Interim Action

The FAA considers that this AD is an interim action. This unsafe condition is still under investigation by the manufacturer and, depending on the results of that investigation, the FAA may consider further rulemaking action.

Costs of Compliance

The FAA estimates that this AD affects 40 helicopters of U.S. registry.

The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect the fork lever	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$3,400

The FAA estimates the following costs to do any repairs or replacements that would be required based on the

results of the inspection. The agency has no way of determining the number of

helicopters that might need these repairs or replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace fork lever	8 work-hours × \$85 per hour = \$680	\$11,641	\$12,321.
Inspect mixing lever assembly	Up to 6 work-hours × \$85 per hour = \$510	0	Up to \$510.
Replace mixing lever assembly	1 work-hour × \$85 per hour = \$85	22,103	\$22,188.
Replace mixing lever ball bearings	8 work-hours × \$85 per hour = \$680	334	\$1,014.
Report inspection results	1 work-hour × \$85 per hour = \$85	0	\$85.

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to take approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

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

This AD will not have federalism implications under Executive Order 13132. This AD will 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 that this AD:

- (1) Is not a "significant regulatory action" under Executive Order 12866, and
- (2) Will not affect intrastate aviation in Alaska.

List of Subjects in 14 CFR Part 39

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

The Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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:

2025-25-05 Airbus Helicopters

Deutschland GmbH (AHD): Amendment 39-23213; Docket No. FAA-2025-5385; Project Identifier MCAI-2025-01589-R.

(a) Effective Date

This airworthiness directive (AD) is effective December 31, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH (AHD) Model BO-105A, BO-105C, BO-105S, BO-105LS A-3, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters, including those Model BO-105LS A-3 helicopters with FAA Supplemental Type Certificate (STC) SR00043RD installed, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6700; Rotorcraft Flight Control.

(e) Unsafe Condition

This AD was prompted by a report of a crack on the fork lever of the mixing lever assembly. The FAA is issuing this AD to detect and address any cracks on the fork lever, which could result in failure of the fork lever 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 paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation

Safety Agency AD 2025–0217, dated October 1, 2025 (EASA AD 2025–0217).

(h) Exceptions to EASA AD 2025–0217

(1) Where EASA AD 2025–0217 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025–0217 specifies compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where paragraph (1) of EASA AD 2025–0217 specifies “for condition”, this AD requires replacing that text with “for missing locking devices, deformation, scratches, scrapes, gouges, missing surface finish, bearing play, bearing roughness, or corrosion”.

(4) Where paragraph (3) of EASA AD 2025–0217 specifies any discrepancy, for the purpose of this AD a discrepancy can be defined as any missing components, damage (missing locking devices, deformation, scratches, scrapes, gouges, missing surface finish, bearing play, bearing roughness), or corrosion.

(5) Where the material referenced in EASA AD 2025–0217 specifies “In case of any doubts on the result from the visual inspection, create a Technical Event (TE) on WebTEK for further instructions”, this AD requires replacing that text with “if there is a line having no visible gap or misalignment, before further flight, perform a borescope inspection on the fork lever to determine if the line is a scratch or a crack”.

(6) Where the material referenced in EASA AD 2025–0217 specifies discarding parts, this AD does not require that action.

(7) Where paragraph (4) of EASA AD 2025–0217 specifies to report the inspection results to AHD and that the ASB [Alert Service Bulletin] provides instructions which constitute an acceptable method to comply, for this AD, report results directly to Airbus Helicopters within 10 days after accomplishing the inspection required by this AD.

(8) Where the material referenced in EASA AD 2025–0217 specifies “If the inspection shows no irregular results, proceed with Section 3.B.3”, this AD does not require this action.

(9) This AD does not adopt the “Remarks” section of EASA AD 2025–0217.

(i) Special Flight Permits

Special flight permits are prohibited.

(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 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 (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 responsible Flight Standards Office.

(k) Additional Information

For more information about this AD, contact Steven Warwick, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5225; email: steven.r.warwick@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 2025–0217, dated October 1, 2025.

(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; website: easa.europa.eu. You may find the EASA material on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., 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 or email fr.inspection@nara.gov.

Issued on December 10, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–22848 Filed 12–11–25; 4:15 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–1187; Airspace Docket No. 24–AWP–84]

RIN 2120–AA66

Modification and Revocation of Class E Airspace; Hawaiian Islands, HI; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action is the second of two corrections to a final rule the FAA published in the **Federal Register** on November 26, 2025, that modified Class E airspace extending upward from 700 feet above the surface and the Class E airspace area designated as an extension to a Class D or Class E surface area at

Ellison Onizuka Kona International at Keahole Airport (KOA), Kailua-Kona, HI. This action makes ministerial corrections to geographic coordinates. The first correction, published in the **Federal Register** on December 11, 2025, did not fully implement all of the needed corrections.

DATES: The effective date of the final rule published in the **Federal Register** on November 26, 2025 (90 FR 54228) remains January 22, 2026, 0901 UTC. 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, Airspace Designations and Reporting Points, and publication of conforming amendments.

ADDRESSES: A copy of the notice of proposed rulemaking (NPRM), all comments received, the final rule, the first final rule correction, this final rule correction, and all background material may be viewed online at 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. An electronic copy of this document may also be downloaded from www.federalregister.gov.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT:

Keith Adams, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–2428.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the **Federal Register** (90 FR 54228; November 26, 2025), which modified the Class E airspace area extending upward from 700 feet or more above the surface and Class E airspace area designated as an extension to a Class D or Class E surface area at KOA. Subsequent to publication, and following a recent survey, the FAA amended the geographic coordinates for KOA. Accordingly, the updated geographic location will now serve as the point of origin from which the Class E airspace area boundaries are derived, no longer requiring reference to the