Appendix

Secretary
U.S. Department of Homeland Security
Washington, DC 20528

Homeland Security

RATIFICATION

The joint Department of Homeland Security (DHS) – Department of Justice (DOJ) interim final rule ("IFR") titled *Implementing Bilateral and Multilateral Asylum Cooperative Agreements Under the Immigration and Nationality Act*, published at 84 Fed. Reg. 63,994 (Nov. 19, 2019) ("ACA IFR"), was approved and issued by former Acting Secretary Chad Wolf. Former Acting Secretary Wolf's approval and issuance of the ACA IFR was a delegable action that may be ratified. *See* 5 U.S.C. § 3348(a)(2). Out of an abundance of caution, I am affirming and ratifying the approval and issuance of the ACA IFR to provide an independent basis to address potential legal challenges to the final rule.

I am taking this action because of a Government Accountability Office opinion, *see* B-331650 (Comp. Gen., Aug. 14, 2020) and actions filed in federal court alleging that the April 9, 2019, order of succession issued by former Secretary Kirstjen Nielsen and the November 8, 2019, order of succession issued by former Acting Secretary Kevin McAleenan were not valid. *See, e.g., Guedes v. Bureau of Alcohol, Tobacco, Firearms, and Explosives*, 920 F.3d 1, 13 (D.C. Cir. 2019) ("We have repeatedly held that a properly appointed official's ratification of an allegedly improper official's prior action ... resolves the claim on the merits by remedy[ing] [the] defect (if any) from the initial appointment.") (internal quotation marks and citation omitted, brackets in original).

I have familiarized myself with the contents, purpose, and requirements of the ACA IFR. Pursuant to my authority as Secretary of Homeland Security and based on my review of the action listed above, I hereby make a detached and considered affirmation and ratification of the ACA IFR.

Kristi Noem,
Secretary of Homeland Security

9.20.25
Date

[FR Doc. 2025–16809 Filed 8–29–25; 8:45 am]
BILLING CODE 9110–9M–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0752; Project Identifier MCAI–2024–00340–R; Amendment 39–23124; AD 2025–17–14]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Model EC 130 B4 and EC 130 T2 helicopters. This AD was prompted by a report of heavy damage on the fenestron due to the loss of the tail rotor (TR) blade, which broke at the TR hub tension-torsion bar (tension-torsion bar). This AD requires inspecting the tension-torsion bar and, depending on the inspection results, replacing the part with a serviceable part. This AD also prohibits performing maintenance using certain maintenance

manuals. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 7, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 7, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No.FAA–2025–0752; 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 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.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (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.*
- You may view this material at the FAA, 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* under Docket No. FAA–2025–0752.

FOR FURTHER INFORMATION CONTACT: Tara Lucas, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231–3189; email: *tara.lucas@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Airbus Helicopters Model EC 130 B4 and EC 130 T2 helicopters. The NPRM was published in the **Federal Register** on May 9, 2025 (90 FR 19660). The NPRM was prompted by AD 2024–0113, dated June 13, 2024 (EASA AD 2024–0113) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that an occurrence was reported of heavy damage on the fenestron due to the loss of the TR blade, which broke at the tension-torsion bar and separated from the hub assembly.

In the NPRM, the FAA proposed to require inspecting the tension-torsion bar and, depending on the inspection results, replacing the part with a serviceable part. The NPRM also proposed to prohibit performing maintenance using certain maintenance manuals. The FAA is issuing this AD to prevent failure of the tension-torsion bar, which could result in loss of the TR anti-torque function and consequent loss control of the helicopter.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–0752.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

Conclusion

These products have been approved by the civil 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, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2024–0113, which specifies procedures for inspecting all lamellas that compose the tension-torsion bar and, if any discrepancy is detected, replacing the part with a serviceable part. The material referenced by EASA AD 2024–0113 defines discrepancies as cracks, nail-sensitive scratches, distorted lamellas, circular contact indications, and marks. EASA AD 2024–0113 also prohibits accomplishing maintenance using certain maintenance manuals dated prior to March 5, 2024.

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.

Costs of Compliance

The FAA estimates that this AD affects 108 helicopters of U.S. registry. Labor rates are estimated at $85 per hour. Based on these numbers, the FAA estimates the following costs to comply with this AD.

Inspecting all 10 tension-torsion bars on each helicopter (to include removing any corrosion) will take 4 work-hours for an estimated cost of $340 per helicopter and $36,720 for the U.S. fleet.

If required, replacing a tension-torsion bar will take 4 work-hours and parts will cost $1,144 for an estimated cost of $1,484 per replacement.

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,

(2) Will not affect intrastate aviation in Alaska, and

(3) Will 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 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:

2025–17–14 Airbus Helicopters: Amendment 39–23124; Docket No. FAA–2025–0752; Project Identifier MCAI–2024–00340–R.

(a) Effective Date

This airworthiness directive (AD) is effective October 7, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model EC 130 B4 and EC 130 T2 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6500, Tail Rotor Drive System.

(e) Unsafe Condition

This AD was prompted by a report of heavy damage on the fenestron due to the loss of the tail rotor (TR) blade, which broke at the TR hub tension-torsion bar. The FAA is issuing this AD to prevent failure of the tension-torsion bar. The unsafe condition, if not addressed, could result in loss of the TR anti-torque function and consequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

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 2024–0113, dated June 13, 2024 (EASA AD 2024–0113).

(h) Exceptions to EASA AD 2024–0113

(1) Where EASA AD 2024–0113 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2024–0113 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where EASA AD 2024–0113 defines Groups, for this AD, Group 1 also includes those helicopters for which it cannot be determined if maintenance was accomplished using Aircraft Maintenance Manual (AMM) 64–21–00.6–27A or 64–21–00.6–27B, dated earlier than March 5, 2024.

(4) Where paragraph (2) of EASA AD 2024–0113 specifies ''discrepancies as identified in the ASB are'', this AD requires replacing that text with, ''a discrepancy, which is defined as a crack, nail-sensitive scratch, deformed lamella, broken lamella, mark, circular contact indication (other than those on the first and last lamella of the tension-torsion bar), or the P/N is not written on the first and the last lamella, is''.

(5) Where paragraph (3) of EASA AD 2024–0113 specifies ''an aeroplane'', this AD requires replacing that text with ''any helicopter''.

(6) Where the material referenced in EASA AD 2024–0113 specifies to discard parts, this AD requires removing those parts from service.

(7) Where the material referenced in EASA AD 2024–0113 specifies actions for non-installed equipment or parts, this AD does not require those actions.

(8) This AD does not adopt the ''Remarks'' section of EASA AD 2024–0113.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2024–0113 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permits

Special flight permits are prohibited.

(k) 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 (l) 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. The following provisions also apply to this AD.

(l) Additional Information

For more information about this AD, contact Tara Lucas, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231–3189; email: *tara.lucas@faa.gov.*

(m) 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) European Union Aviation Safety Agency (EASA) AD 2024–0113, dated June 13, 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;* 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 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* or email *fr.inspection@nara.gov.*

Issued on August 20, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–16761 Filed 8–29–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–2268; Project Identifier MCAI–2025–01296–T; Amendment 39–23127; AD 2025–17–17]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

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 SAS Model A318, A319, A320, and A321 series airplanes. This AD was prompted by a determination that a batch of main landing gear (MLG) aft pintle pins did not have nickel plating applied to the inner bore during manufacturing. This AD requires replacing affected parts with serviceable parts and also prohibits the installation of affected parts. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 17, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 17, 2025.

The FAA must receive comments on this AD by October 17, 2025.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods: