

Income Fund would be used instead. (87 FR 31670).

Final Rule

The new TSP recordkeeper has since informed the FRTIB that the new TSP recordkeeper can use a constructed share price to calculate breakage and the value of negative adjustments for errors involving Lifecycle Funds retired on or after June 1, 2022—the date the new TSP recordkeeper began processing TSP transactions.¹ Accordingly, the FRTIB proposes to revert to the use of a constructed share price to calculate breakage and the value of negative adjustments for errors involving Lifecycle Funds that are retired on or after June 1, 2022. This will provide the participant with a composite of the return of the Lifecycle Fund before it was retired, and the return of the L Income Fund after the Lifecycle Fund was retired. The TSP recordkeeper will continue to use the share price of the L Income Fund to calculate breakage and the value of negative adjustments for errors involving Lifecycle Funds retired before June 1, 2022.

Regulatory Flexibility Act

I certify that this regulation will not have a significant economic impact on a substantial number of small entities. This regulation will affect Federal employees and members of the uniformed services who participate in the Thrift Savings Plan, which is a Federal defined contribution retirement savings plan created under the Federal Employees' Retirement System Act of 1986 (FERSA), Public Law 99-335, 100 Stat. 514, and which is administered by the FRTIB.

Paperwork Reduction Act

I certify that these regulations do not require additional reporting under the criteria of the Paperwork Reduction Act.

Unfunded Mandates Reform Act of 1995

Pursuant to the Unfunded Mandates Reform Act of 1995, 2 U.S.C. 602, 632, 653, 1501 1571, the effects of this regulation on State, local, and Tribal governments and the private sector have been assessed. This regulation will not compel the expenditure in any one year of \$100 million or more by State, local, and Tribal governments, in the aggregate, or by the private sector. Therefore, a statement under section 1532 is not required.

¹No Lifecycle Funds have been retired since June 1, 2022. But the L 2025 Fund will retire this summer.

Submission to Congress and the General Accountability Office

Pursuant to 5 U.S.C. 801(a)(1)(A), the FRTIB submitted a report containing this rule and other required information to the U.S. Senate, the U.S. House of Representatives, and the Government Accountability Office before publication of this rule in the **Federal Register**. This rule is not a major rule as defined at 5 U.S.C. 804(2).

List of Subjects in 5 CFR Part 1605

Employee benefit plans, Government employees, Pensions, Reporting and recordkeeping requirements, Retirement.

Ravindra Deo,

Executive Director, Federal Retirement Thrift Investment Board.

For the reasons stated in the preamble, the FRTIB amends 5 CFR part 1605 as follows:

PART 1605—CORRECTION OF ADMINISTRATIVE ERRORS

■ 1. The authority citation for part 1605 continues to read as follows:

Authority: 5 U.S.C. 8351, 8432a, 8432d, 8474(b)(5) and (c)(1). Subpart B also issued under section 1043(b) of Public Law 104-106, 110 Stat. 186 and § 7202(m)(2) of Public Law 101-508, 104 Stat. 1388.

Subpart A—General

■ 2. Amend § 1605.2 by revising paragraph (b)(3) to read as follows:

§ 1605.2 Calculating, posting, and charging breakage on late contributions and loan payments.

* * * * *

(b) * * *

(3) Determine the dollar value on the posting date of the number of shares the participant would have received had the contributions or loan payments been made on time. If the contribution or loan payments would have been invested in a Lifecycle Fund that retired prior to June 1, 2022, then the share price of the L Income Fund will be used; but if the Lifecycle Fund retired on or after June 1, 2022, then a constructed share price for the retired Lifecycle Fund will be used. The constructed share price shall equal the final posted share price of the Lifecycle Fund on the business day the fund is retired, multiplied by the current L Income Fund share price at the time the correction is made, divided by the final posted share price of the L Income Fund on the business day the fund is retired. The dollar value shall be the number of shares the participant would have received had the contributions or loan

payments been made on time multiplied either by the share price of the L Income Fund or the constructed share price, as determined by the posting date; and

* * * * *

Subpart B—Employing Agency Errors

■ 3. Amend § 1605.12 by revising paragraph (c)(2)(ii) to read as follows:

§ 1605.12 Removal of erroneous contributions.

* * * * *

(c) * * *

(2) * * *

(ii) Multiply the price per share on the date the adjustment is posted by the number of shares calculated in paragraph (c)(2)(i) of this section. If the contribution was erroneously contributed to a Lifecycle Fund that is retired on the date the adjustment is posted and the Lifecycle Fund retired prior to June 1, 2022, then the share price of the L Income Fund will be used; or if the Lifecycle Fund retired on or after June 1, 2022, then a constructed share price for the retired Lifecycle Fund will be used. The constructed share price shall equal the final posted share price of the retired Lifecycle Fund on the business day the fund is retired, multiplied by the current L Income Fund share price at the time the correction is made, divided by the final posted share price of the L Income Fund on the business day the fund is retired.

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[FR Doc. 2025-11471 Filed 6-20-25; 8:45 am]

BILLING CODE 6760-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-1111; Project Identifier MCAI-2025-00675-R; Amendment 39-23067; AD 2025-13-01]

RIN 2120-AA64

Airworthiness Directives; Bell Textron Canada Limited 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 Bell Textron Canada Limited (BTCL) Model 407 and 427 helicopters. This AD was prompted by a report that certain expandable blade bolts installed on the main rotor blade may not have received the correct heat treatment, which could

result in stress corrosion cracking of the expandable blade bolts. This AD requires removing the expandable blade bolts from service and replacing them with a part eligible for installation. This AD also prohibits the installation of an affected expandable blade bolt on any helicopter. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective July 8, 2025.

The FAA must receive comments on this AD by August 7, 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*. 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* under Docket No. FAA-2025-1111; 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.

FOR FURTHER INFORMATION CONTACT: Adam Hein, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946-4116; email: *adam.hein@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 to an address listed under the **ADDRESSES** section. Include “Docket No. FAA-2025-1111; Project Identifier MCAI-2025-00675-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*, 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 to Adam Hein, 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

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF-2025-21, dated April 22, 2025 (referred to as “the MCAI”), to address an unsafe condition on BTCL Model 407 and 427 helicopters. The MCAI states that part number 406-310-103-103 expandable blade bolts with certain serial numbers may not have received the correct heat treatment, which could result in stress corrosion cracking of the expandable blade bolts installed on the main rotor blade. The MCAI requires replacing the expandable blade bolts with serviceable expandable blade bolts. The MCAI also prohibits installing the affected expandable blade bolts on BTCL Model 407 and 427 helicopters.

The FAA is issuing this AD to address the unsafe condition on these products. The unsafe condition, if not addressed, could result in failure of the main rotor blade assembly, detachment of the main rotor blade, and consequent loss of control of the helicopter.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA-2025-1111.

FAA's Determination

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 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.

Requirements of This AD

This AD requires removing the expandable blade bolts from service and installing an expandable blade bolt that does not have an affected serial number. This AD also prohibits installing an affected expandable blade bolt on any helicopter.

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 expandable blade bolts are critical components that, if improperly heat-treated, could be subject to stress corrosion cracking. Stress corrosion cracking of the expandable blade bolts could result in the failure of the main rotor blade assembly, detachment of the main rotor blade, and consequent loss of control of the helicopter. This failure could happen at any time without any previous indications. Additionally, the initial actions required by this AD must be accomplished within 30 hours time-in-service or 30 days, whichever occurs first, which 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.

Costs of Compliance

The FAA estimates that this AD affects 946 helicopters of U.S. registry. There are 20 expandable blade bolts

identified as having this unsafe condition, and up to 4 expandable blade bolts could be installed per helicopter. The FAA has no way of knowing the number of helicopters of U.S. registry that may have an affected expandable blade bolt installed. The estimated cost on U.S. operators reflects the costs based on the number of expandable blade bolts that need to be replaced.

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
Replace expandable blade bolt (up to four bolts per helicopter).	2 work-hours × \$85 per hour = \$170.	\$5,271 per bolt ..	Up to \$21,764 ...	\$108,820

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:

2025–13–01 Bell Textron Canada Limited: Amendment 39–23067; Docket No. FAA–2025–1111; Project Identifier MCAI–2025–00675–R.

(a) Effective Date

This airworthiness directive (AD) is effective July 8, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 407 and 427 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6210, Main Rotor Blades.

(e) Unsafe Condition

This AD was prompted by a report that certain expandable blade bolts installed on the main rotor blade may not have received the correct heat treatment, which could lead to stress corrosion cracking of the expandable blade bolts. The FAA is issuing this AD to prevent stress corrosion cracking of the expandable blade bolts installed on the main rotor blade. The unsafe condition, if not addressed, could result in failure of the main rotor blade assembly, detachment of the main

rotor blade, 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

Within 30 hours time-in-service or 30 days, whichever occurs first after the effective date of this AD, remove from service each affected part and replace with a part eligible for installation.

(h) Parts Installation Prohibition

As of the effective date of this AD, do not install an affected part as defined in this AD on any helicopter.

(i) Definitions

For the purpose of this AD, the following definitions apply:

- (1) An “affected part” is an expandable blade bolt having part number (P/N) 406–310–103–103 and a serial number SLFS9386 through SLFS9405 inclusive.
- (2) A “part eligible for installation” is an expandable blade bolt having P/N 406–310–103–103 that does not have a serial number listed in paragraph (i)(1) of this AD.

(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*.

(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) Additional Information

For more information about this AD, contact Adam Hein, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946-4116; email: adam.hein@faa.gov.

(l) Material Incorporated by Reference

None.

Issued on June 17, 2025.

Steven W. Thompson,

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

[FR Doc. 2025-11449 Filed 6-18-25; 11:15 am]

BILLING CODE 4910-13-P

RAILROAD RETIREMENT BOARD**20 CFR Part 375**

RIN 3220-ZA01

Plan of Operation During a National Emergency; Delegations of Authority and Lines of Succession

AGENCY: Railroad Retirement Board.

ACTION: Final rule.

SUMMARY: The Railroad Retirement Board (RRB) amends its regulations to update delegations of authority to act in the event of a national emergency and remove references to obsolete and disestablished titles.

DATES: This rule is effective July 23, 2025.

FOR FURTHER INFORMATION CONTACT:

Peter J. Orlowicz, Senior Counsel, Railroad Retirement Board, (312) 751-4922, peter.orlowicz@rrb.gov.

SUPPLEMENTARY INFORMATION: The RRB is amending its regulations governing the RRB's plan of operation during a national emergency, including delegations of authority and lines of succession. Because the plan of operation expressly delegates the full administrative power of the Board to a single Board Member or employee in the line of succession, the Board is updating the statutory citation to include specific reference to section 7(b)(3) of the Railroad Retirement Act (45 U.S.C. 231f(b)(3)) and section 12(m) of the Railroad Unemployment Insurance Act (45 U.S.C. 362(m)), which expressly permit the Board to delegate any of its powers (other than the power to prescribe rules and regulations) to a specific officer or employee of the Board.

As currently defined by 20 CFR 375.2, a "national emergency" occurs only after an attack on the United States or at a time specified by the authority of the President of the United States after

such an attack, and by order of the Chair of the Board or his or her successor as set forth in part 375, or when it is no longer possible to communicate with the Chair or successor at his or her designated duty station. We are revising this definition to include all presidentially-declared national emergencies under any legal authority, but we are maintaining the requirement that the Chair of the Board or his or her successor issue an order or be unable to communicate with other agency officials to activate the provisions of part 375.

20 CFR 375.3 is being revised to eliminate some archaic word usage and make the policy easier to understand. No substantive change is intended by the revisions to this section.

20 CFR 375.4 currently provides that in a national emergency, all mail shall be directed to RRB offices at their normal locations. This instruction is unnecessary and restricts the Board's flexibility to react appropriately to future national emergencies. Since this section was inserted in 1975, the RRB's business processes have increasingly shifted to electronic processes, including email and online reporting systems. Additionally, in some emergency circumstances it may be necessary to redirect mail, telephone, or electronic communications to alternate sites. Therefore, we are removing and reserving this section. We are also removing 20 CFR 375.8(c) as a cross-reference to this section.

In 20 CFR 375.5, the Board delegates authority to provide continuity for Board operations in the event of a national emergency and provides the line of succession should Board officials with delegated authority be incapacitated or otherwise unavailable during a national emergency. We are revising this section to remove obsolete titles and update the list of succession in the event of a national emergency when a quorum of the full Board is unavailable to exercise its powers under section 7(b)(3) of the Railroad Retirement Act, to coordinate with the RRB's most recent revision of its Continuity of Operations Plan.

In 20 CFR 375.6, we are revising our delegation of personnel, fiscal, and procurement functions in a national emergency to coordinate with the RRB's most recent revision of its Continuity of Operations Plan. Specifically, we are removing a previous delegation of personnel functions to a position that is no longer in use and removing a provision regarding designation of the chain of succession for the Chief Financial Officer because the Continuity of Operations Plan contains a separate designation process. We are also

updating the list of officials who may appoint emergency certifying officers and exercise emergency procurement powers and revising the delegation of procurement authorities to ensure consistency with the requirements in Part 18 of the Federal Acquisition Regulation governing emergency acquisitions.

Finally, 20 CFR 375.7 contains certain benefit flexibilities that are triggered during a national emergency as defined in this part. We are not making any substantive changes to these benefit flexibilities but are merely updating and replacing obsolete position titles and clarifying the internal delegation of duties required to implement these benefit flexibilities.

This final rule is being issued without prior public notice or opportunity for public comments because the rule is limited to agency organization, management, or personnel matters. As a result, a public comment period is not required.

Regulatory Analysis

Executive Order 12866, as Supplemented by Executive Order 13563

Because this rule is limited to agency organization, management, or personnel matters, it is not a rule or regulation subject to review by the Office of Management and Budget under Executive Order 12866, as supplemented by Executive Order 13563. Therefore, no regulatory impact analysis is required.

Regulatory Flexibility Act

Because this rule is limited to agency organization, management, or personnel matters and does not require notice and comment procedures, the Regulatory Flexibility Act does not apply, and no certification is required.

Paperwork Reduction Act

This direct final rule imposes no reporting or recordkeeping requirements subject to Office of Management and Budget clearance.

List of Subjects in 20 CFR Part 375

Civil defense, Railroad retirement, Railroad unemployment insurance.

For the reasons set out in the preamble, the Railroad Retirement Board amends 20 CFR part 375 as follows:

PART 375—PLAN OF OPERATION DURING A NATIONAL EMERGENCY

■ 1. The authority citation for part 375 is revised to read as follows: