

2025–17–10 Leonardo S.p.A.: Amendment 39–23120; Docket No. FAA–2025–2264; Project Identifier MCAI–2025–01204–R.

(a) Effective Date

This airworthiness directive (AD) is effective September 9, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.A. Model A109A, A109A II, A109C, A109K2, A119, and AW119 MKII helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2025–0142, dated July 7, 2025 (EASA AD 2025–0142).

(d) Subject

Joint Aircraft System Component (JASC) Code 6710, Main Rotor Control.

(e) Unsafe Condition

This AD was prompted by a report of incorrect installation of the bolts that attach the pitch (longitudinal) actuator assembly and the roll (lateral) actuator assembly to their respective bellcrank assemblies of the cyclic control system. The FAA is issuing this AD to address incorrect installation of the bolts. The unsafe condition, if not addressed, could result in the reduced range of the helicopter cyclic control and 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 paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2025–0142.

(h) Exceptions to EASA AD 2025–0142

(1) Where EASA AD 2025–0142 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025–0142 refers to flight hours, this AD requires using hours time-in-service.

(3) Where EASA AD 2025–0142 refers to damage or damaged, for this AD, damage means any wear.

(4) Where paragraph (3) of EASA AD 2025–0142 states “contact Leonardo for approved corrective action instructions and accomplish those instructions accordingly”, this AD requires replacing that text with “repair the discrepancy using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Leonardo Helicopters’ EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature”.

(5) Where paragraph (6) of EASA AD 2025–0142 states “From the effective date of this AD, do not accomplish any maintenance action on a helicopter in accordance with Leonardo maintenance instructions as listed in Table 1 of this AD”, this AD requires replacing that text with “After the effective

date of this AD, revise the existing maintenance or inspection program to prohibit the use of the Leonardo maintenance instructions listed in Table 1 of EASA AD 2025–0142”.

(6) This AD does not adopt the “Remarks” section of EASA AD 2025–0142.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025–0142 specifies to submit certain information to the manufacturer, this AD does not require that action.

(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.

(l) 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.

(m) 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 2025–0142, dated July 7, 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 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 18, 2025.

Steven W. Thompson,

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

[FR Doc. 2025–16261 Filed 8–21–25; 4:15 pm]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–1275; Airspace Docket No. 25–AGL–11]

RIN 2120–AA66

Amendment of Class D and Class E Airspace; Elkhart and Goshen, IN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class D and Class E airspace at Elkhart, IN, and the Class E airspace at Goshen, IN, and updates the geographic coordinates of the Elkhart Municipal Airport, Elkhart, IN, and the Goshen Municipal Airport, Goshen, IN, to coincide with the FAA’s aeronautical database. This action is the result of airspace reviews conducted due to the decommissioning of the Goshen very high frequency omnidirectional range (VOR) as part of the VOR Minimum Operational Network (MON) Program. It also brings the airspace into compliance with FAA orders and supports instrument flight rule (IFR) procedures and operations.

DATES: Effective 0901 UTC, November 27, 2025. 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 and publication of conforming amendments.

ADDRESSES: A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, 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 the Office of the **Federal Register’s** website at www.federalregister.gov.

FAA Order JO 7400.11J, 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: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends the Class D and Class E airspace at the affected airports to support IFR operations.

History

The FAA published an NPRM for Docket No. FAA–2025–1275 in the **Federal Register** (90 FR 27478; June 27, 2025) proposing to amend the Class D and Class E airspace at Elkhart, IN, and the Class E airspace at Goshen, IN. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Incorporation by Reference

Class D and E airspace designations are published in paragraphs 5000 and 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

This action amends 14 CFR part 71 by modifying the Class D and E airspace at

Elkhart, Indiana and the Class E airspace at Goshen, Indiana due to airspace reviews conducted as part of the decommissioning of the Goshen VOR as part of the VOR MON Program.

For the Elkhart Municipal Airport, Elkhart, IN, Class D airspace, this action: (1) increases the radius from 4.3 miles to 4.7 miles of the airport; (2) updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database; (3) increases the exclusion area from 1 mile to 1.5 miles around Mishawaka Pilots Club Airport; (4) updates the title of the South Bend, Michiana Regional Airport, IN, (previously Michiana, IN) Class C airspace contained within the legal description; and (5) updates the outdated term "Airport/Facility Directory" to "Chart Supplement";

For the Elkhart Municipal Airport Class E airspace extending upward from 700 ft above the surface, the action: (1) increases the radius from 6.8 miles to 7.2 miles of the airport; (2) adds an extension within 4 miles each side of the 270° bearing of the Elkhart Muni: RWY 27–LOC extending from the 7.2-mile radius to 11.4 miles west of the airport; (3) removes the exclusionary language as it is no longer required; and (4) updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database;

For the Goshen Municipal Airport, Goshen, IN, Class E airspace extending upward from 700 ft above the surface, the action: (1) increases the radius from 6.8 miles to 7.9 miles of the airport; and (2) updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database.

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5–6.5.a.¹ This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

Lists of Subjects in 14 CFR 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

Paragraph 5000 Class D Airspace
* * * * *

AGL IN D Elkhart, IN [Amended]

Elkhart Municipal Airport, IN
(Lat 41°43'10" N, long 86°00'12" W)
Mishawaka Pilots Club Airport, IN
(Lat 41°39'25" N, long 86°02'05" W)

That airspace extending upward from the surface to and including 3,300 feet MSL within a 4.7-mile radius of the Elkhart Municipal Airport excluding that airspace within a 1.5-mile radius of the Mishawaka Pilots Club Airport; and excluding that portion which coincides with the South Bend, Michiana Regional Airport, IN, Class C airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will

¹ The FAA has updated its environmental order with the issuance of FAA Order 1050.1G, "FAA National Environmental Policy Act Implementing Procedures", effective June 30, 2025. The environmental review conducted in connection with this action predated that update and therefore is grandfathered under the previous version of the order.

thereafter be continuously published in the Chart Supplement.

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*Paragraph 6005 Class E Airspace Areas
Extending Upward From 700 Feet or More
Above the Surface of the Earth*

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AGL IN E5 Elkhart, IN [Amended]

Elkhart Municipal Airport, IN
(Lat 41°43'10" N, long 86°00'12" W)
Elkhart Muni: RWY 27–LOC
(Lat 41°43'15" N, long 86°01'21" W)

That airspace extending upward from 700 feet above the surface within a 7.2-mile radius of Elkhart Municipal Airport; and within 4 miles each side of the 270° bearing from the Elkhart Muni: RWY 27–LOC extending from the 7.2-mile radius to 11.4 miles west of the airport.

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AGL IN E5 Goshen, IN [Amended]

Goshen Municipal Airport, IN
(Lat 41°31'34" N, long 85°47'39" W)

That airspace extending upward from 700 feet above the surface within a 7.9-mile radius of Goshen Municipal Airport.

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Issued in Fort Worth, Texas, on August 21, 2025.

Dallas W. Lantz,
*Acting Manager, Operations Support Group,
ATO Central Service Center.*

[FR Doc. 2025–16199 Filed 8–22–25; 8:45 am]

BILLING CODE 4910–13–P

**DEPARTMENT OF HOMELAND
SECURITY**

Coast Guard

33 CFR Part 165

[Docket Number USCG–2025–0735]

RIN 1625–AA00

**Safety Zone; Maumee River, Toledo,
OH**

AGENCY: Coast Guard, DHS.
ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone for all navigable waters of the Maumee River within a 150-yard radius of Toledo Country Club in Toledo, OH. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards during a fireworks event. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port Detroit (COTP).

DATES: This rule is effective from 9 p.m. until 11 p.m. on August 29, 2025.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG–2025–0735 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

FOR FURTHER INFORMATION CONTACT: If you have questions about this rule, call or email MST1 Cera Turner, Waterways Management Division, U.S. Coast Guard Marine Safety Unit Toledo; (419) 418–6050, D09-SMB-MSUToledo-WWM@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

**II. Background Information and
Regulatory History**

The Coast Guard is issuing this temporary rule under the authority in 5 U.S.C. 553(b)(B). This statutory provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” The Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because publishing an NPRM is impracticable given the diminished window of time available prior to the event. It is impracticable to publish an NPRM because we must establish this safety zone by August 29, 2025, in order to protect the public from the hazards associated with a fireworks event.

Also, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. Delaying the effective date of this rule is impracticable because prompt action is needed to respond to the potential safety hazards associated with the fireworks display.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70034. The COTP Detroit has determined that potential hazards associated with a fireworks show starting August 29, 2025, will be a safety concern for anyone within all navigable waters of the Maumee River within a 150-yard radius of Toledo Country Club in

Toledo, OH. This rule is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone during the fireworks show.

IV. Discussion of the Rule

This rule establishes a safety zone from 9 p.m. through 11 p.m. on August 29, 2025. The safety zone will cover all navigable waters of the Maumee River within a 150-yard radius of Toledo Country Club in Toledo, OH. The duration of the zone is intended to protect personnel, vessels, and the marine environment in the navigable waters while the fireworks show is being displayed. No vessel or person will be permitted to enter the safety zone without obtaining permission from COTP Detroit or a designated representative.

V. Regulatory Analyses

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive orders.

A. Regulatory Planning and Review

Executive Orders 12866 (Regulatory Planning and Review) and 13563 (Improving Regulation and Regulatory Review) direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility.

The Office of Management and Budget (OMB) has not designated this rule a “significant regulatory action,” under section 3(f) of Executive Order 12866. Accordingly, OMB has not reviewed it.

B. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities.

Under section 213(a) of the Small Business Regulatory Enforcement