

## 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:

**2025–06–51 Bell Textron Canada Limited:**  
Amendment 39–23007; Docket No. FAA–2025–0486; Project Identifier MCAI–2025–00348–R.

#### (a) Effective Date

The FAA issued emergency Airworthiness Directive (AD) 2025–06–51 on March 21, 2025, directly to affected owners and operators. As a result of such actual notice, the emergency AD was effective for those owners and operators on the date it was provided. This AD contains the same requirements as the emergency AD and, for those who did not receive actual notice, is effective on April 25, 2025.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters, certificated in any category, as identified in Transport Canada Emergency AD CF–2025–17, dated March 19, 2025 (Transport Canada Emergency AD CF–2025–17).

#### (d) Subject

Joint Aircraft System Component (JASC) Code 2500, Equipment/furnishings.

#### (e) Unsafe Condition

This AD was prompted by deformation and/or improper pin engagement in the knuckles of the door hinge on the aft movable ballast box assembly, which could allow the ballast weights to escape the ballast box and strike the tail rotor assembly. The FAA is issuing this AD to prevent damage and/or departure of tail rotor blades, loss of tail rotor thrust, and severe vibrations. The unsafe condition, if not addressed, could result in 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, Transport Canada Emergency AD CF–2025–17.

#### (h) Exception to Transport Canada Emergency AD CF–2025–17

Where Transport Canada Emergency AD CF–2025–17 refers to its effective date, this AD requires using the effective date of this AD.

#### (i) Special Flight Permits

Special flight permits are prohibited.

#### (j) 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 (k) of this AD and email to [AMOC@faa.gov](mailto: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, those instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or Transport Canada; or Bell Textron Canada Limited's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

#### (k) Additional Information

For more information about this AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (404) 474–5548; email: [William.McCully@faa.gov](mailto:William.McCully@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 this AD specifies otherwise.

(i) Transport Canada Emergency AD CF–2025–17, dated March 19, 2025.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; phone: (888) 663–3639; email: [TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca](mailto:TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca). You may view this material on the Transport Canada website at [tc.canada.ca/en/aviation](http://tc.canada.ca/en/aviation).

(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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on March 28, 2025.

**Paul R. Bernado,**

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

[FR Doc. 2025–06121 Filed 4–7–25; 11:15 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2024–2491; Airspace Docket No. 23–ANM–23]

RIN 2120–AA66

### Establishment of Class E Airspace; Challis Airport, Challis, ID; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting a typographical error in the agency docket number within the final rule published in the **Federal Register** on March 20, 2025, establishing Class E airspace extending upward from 700 feet above the surface in Challis, ID.

**DATES:** Effective 0901 UTC, June 12, 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 7400.11, Airspace Designations and Reporting Points, and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Jeffrey Drasin, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–2248.

#### SUPPLEMENTARY INFORMATION:

##### History

The FAA published a final rule in the **Federal Register** (90 FR 13067; March 20, 2025) establishing Class E airspace at Challis Airport, Challis, ID. Subsequent to publication, the FAA identified an error within the agency docket number, which was also present within the notice of proposed rulemaking. This action corrects the final rule by replacing the incorrect agency docket number (FAA–2023–2491) with the correct one (FAA–2024–2491).

##### Correction to the Final Rule

On page 13607, in the first column, immediately under “14 CFR Part 71” and within the document headings, the agency docket number is corrected to read “FAA–2024–2491”.

Issued in Des Moines, Washington, on April 2, 2025.

**B.G. Chew,**

*Group Manager, Western Service Center, Operations Support Group.*

[FR Doc. 2025–06035 Filed 4–9–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2024–1965; **Airspace**  
Docket No. 24–ASO–26]

**RIN 2120–AA66**

#### **Amendment of Class E Airspace; New Bern, NC**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action amends Class E airspace extending upward from 700 feet above the surface for New Bern, NC, by adding airspace for CarolinaEast Medical Center Heliport, New Bern, NC. The controlled airspace is required to support the new RNAV (GPS) standard instrument approach procedures for instrument flight rules (IFR) operations at the heliport. This action also corrects the state abbreviation in the header from AL to NC.

**DATES:** Effective 0901 UTC, June 12, 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](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours a day, 365 days a year.

FAA Order JO 7400.11J, Airspace Designations, and Reporting Points, as well as subsequent amendments, can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). For further information, you may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

**FOR FURTHER INFORMATION CONTACT:** Robert Scott Stuart, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701

Columbia Avenue, College Park, GA 30337; telephone: (404) 305–5926.

#### **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 Class E airspace extending upward from 700 feet above the surface at CarolinaEast Medical Center Heliport, New Bern, NC.

##### **History**

The FAA published a notice of proposed rulemaking for Docket No. FAA 2024–1965 in the **Federal Register** (89 FR 87989; November 6, 2024), proposing to amend Class E airspace extending upward from 700 feet above the surface for CarolinaEast Medical Center Heliport, New Bern, NC. 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 E airspace is published in paragraph 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 is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

##### **The Rule**

This amendment to 14 CFR part 71 amends Class E airspace extending upward from 700 feet above the surface within a 6-mile radius of CarolinaEast Medical Center Heliport, New Bern, NC, providing the controlled airspace required to support the new RNAV

(GPS) standard instrument approach procedures for IFR operations at the heliport. This action also corrects the state abbreviation in the title from AL (Alabama) to NC (North Carolina). Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

##### **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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will 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 5–6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

##### **Lists of Subjects in 14 CFR Part 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 Federal Aviation