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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-0921; Project Identifier MCAI-2025-00442-Q; Amendment 39-23056; AD 2025-11-10]

RIN 2120-AA64

Airworthiness Directives; Cameron Balloons Ltd. Fuel Cylinders

AGENCY:

Federal Aviation Administration (FAA), DOT.

ACTION:

Final rule; request for comments.

SUMMARY:

The FAA is adopting a new airworthiness directive (AD) for Cameron Balloons Ltd. (Cameron) fuel cylinders fitted with certain pressure relief valve (PRV) adaptors on hot air balloons. This AD was prompted by the discovery of cracks on the upper hex portion of PRV adaptors. This AD requires repetitively visually checking the PRV adaptor for cracks and removing any fuel cylinder with a cracked PRV adaptor from service. The FAA is issuing this AD to address the unsafe condition on these products.

DATES:

This AD is effective June 17, 2025.

The FAA must receive comments on this AD by July 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:

- *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-2025-0921; 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:

George Weir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-4045; email: george.a.weir@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 the **ADDRESSES** section. Include “Docket No. FAA-2025-0921; Project Identifier MCAI-2025-00442-Q” 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 George Weir, 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

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom (UK), has issued CAA UK Emergency AD G-2025-0001R1-E, dated April 11, 2025 (also referred to as “the MCAI”), to correct an unsafe condition on hot air balloons with Cameron fuel cylinders fitted with PRV adaptor part number (P/N) CB8426. The MCAI states that within the previous nine months, Cameron received three reports that fuel cylinders with PRV adaptor P/N CB8426 had cracks on the upper hex portion of the PRV adaptor. The MCAI further states that the cause of the failed adaptors is unknown, but likely due to a manufacturing or maintenance non-conformity issue. A cracked PRV adaptor could lead to uncontrolled leakage of liquefied petroleum gas (LPG), which could result in an in-flight fire and consequent emergency landing.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA-2025-0921.

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 and material 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 repetitive visual checks of the fuel cylinder PRV adaptor for cracks, reporting any findings of a crack, and removing any fuel cylinder with a cracked PRV adaptor from service. The owner/operator (pilot) holding at least a private pilot certificate may perform the visual check and must enter compliance with the applicable paragraph(s) of the AD into the balloon maintenance records in accordance with [14 CFR 43.9\(a\)](#) and [91.417\(a\)\(2\)\(v\)](#). The pilot may perform this action because it only involves visually checking each PRV adaptor for cracks. This action could be performed equally well by a pilot or a mechanic. This is an exception to the FAA's standard maintenance regulations.

Differences Between This AD and the MCAI

The MCAI applies to hot air balloons and certain airships. This AD only applies to hot air balloons because the airships identified in the MCAI do not have an FAA type certificate.

Although the MCAI specifies that if any fuel cylinder is found with a cracked PRV adaptor, it must be emptied of fuel prior to being removed from service, this AD does not require that action. While that action is encouraged for the general safety related to the leakage of LPG, it is not required to address the unsafe condition identified in this AD.

This AD requires reporting to Cameron Balloons the results of each check if a crack is found, whereas the MCAI does not. The MCAI states in the “Reason” section that it requires reporting the results of the inspections because the cause of the failed adaptors is not known and inspection reports will help determine the extent of the failures in the affected fleet. However, the MCAI does not explicitly include a reporting requirement in the “Required Action(s) and Compliance Time(s)” section. The FAA infers

that the MCAI intended to have this reporting as a required action to ensure proper corrective measures can be taken based on the gathered data, and therefore has included a reporting requirement in this AD.

Interim Action

The FAA considers this AD to be 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.

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 an LPG leak on the fuel cylinder could result in an in-flight fire or explosion, damaging the hot air balloon and leading to a forced emergency landing, which could injure balloon occupants and persons on the ground. Additionally, the corrective actions must be accomplished before further flight and before each flight thereafter. 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 2,000 fuel cylinders installed on hot air balloons worldwide. The FAA has no way of knowing the number of hot air balloons of U.S. Registry that may have an affected fuel cylinder installed. The estimated cost on U.S. operators reflects the maximum possible cost based on affected fuel cylinders worldwide. The average labor rate is \$85 per work-hour.

The FAA estimates that visually checking the fuel cylinder will take 1 work-hour for an estimated cost

of \$85 per balloon per cycle, for a U.S. fleet cost of \$170,000 per cycle.

Removing an affected fuel cylinder from service and replacing it with a new fuel cylinder will take 2 work-hours and a part cost of \$29, for a cost of \$199 per balloon.

Reporting the results of any inspection where a crack is found will take 1 work-hour for a cost of \$85 per report.

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:

2025-11-10 Cameron Balloons Ltd.: Amendment 39-23056; Docket No. FAA-2025-0921; Project Identifier MCAI-2025-00442-Q.

(a) Effective Date

This airworthiness directive (AD) is effective June 17, 2025.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to all hot air balloons, certificated in any category, with a fuel cylinder installed that is fitted with Cameron Balloons Ltd. pressure relief valve (PRV) adaptor part number CB8426.

Note 1 to paragraph (c)(1): Cameron Balloons Alert Service Bulletin No. 36, Revision 1, dated April 2, 2025, provides information related to this AD, including fuel cylinders that may be fitted with PRV adaptor part number CB8426.

(2) These fuel cylinders are installed on hot air balloon models including, but not limited to, those of the design approval holders identified in paragraphs (c)(2)(i) through (viii) of this AD.

(i) Adams Aerostats LLC.

(ii) Aerostar International Inc.

(iii) Ballonbau Wörner GmbH.

(iv) Cameron Balloons Ltd.

(v) Eagle Balloons Corp.

(vi) JR Aerosports, Ltd.

(vii) Kubíček Factory s.r.o. (formerly Balóny Kubíček spol. s.r.o.).

(viii) Lindstrand Balloons Ltd.

(d) Subject

Joint Aircraft System Component (JASC) Code 2800, Aircraft Fuel System.

(e) Unsafe Condition

This AD was prompted by cracks on the upper hex portion of PRV adaptors installed on certain Cameron Balloons Ltd. fuel cylinders. The FAA is issuing this AD to address failure of a PRV adaptor. This condition, if not addressed, could lead to uncontrolled leakage of liquefied petroleum gas (LPG), which could result in an in-flight fire and consequent emergency landing.

(f) Compliance

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

(g) Required Actions

(1) Before further flight after the effective date of this AD, and thereafter before each flight, visually check the fuel cylinder PRV adaptor for any cracks.

(2) The owner/operator (pilot) holding at least a private pilot certificate may perform the visual checks required by paragraph (g)(1) of this AD and must enter compliance with the applicable paragraph of this AD into the balloon maintenance records in accordance with [14 CFR 43.9\(a\)](#) and [91.417\(a\)\(2\)\(v\)](#). The record must be maintained as required by [14 CFR 91.417](#), [121.380](#), or [135.439](#).

(3) If during any visual check required by paragraph (g)(1) of this AD, any fuel cylinder PRV adaptor is found with a crack, remove the fuel cylinder from service before further flight.

(h) Reporting

If a crack is found during any visual check required by paragraph (g)(1) of this AD, within 10 days after the check or within 10 days after the effective date of this AD, whichever occurs later, report the results to Cameron Balloons Ltd. at the address in paragraph (k)(2) of this AD. The report must include the check results, a description of any discrepancies found, the hot air balloon serial number, and the hours time-in-service for the PRV adaptor or the hot air balloon.

(i) Special Flight Permits

Special flight permits are prohibited.

(j) 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 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)(1) of this AD and email to AMOC@faa.gov. 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

(1) For more information about this AD, contact George Weir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-4045; email: george.a.weir@faa.gov.

(2) For material identified in this AD that is not incorporated by reference, contact Cameron Balloons Ltd., St John Street, Bedminster, Bristol, BS3 4NH, United Kingdom; phone: +44 0 117 9637216; email: technical@cameronballoons.co.uk; website: cameronballoons.co.uk.

(l) Material Incorporated by Reference

None.

Issued on May 28, 2025.

Steven W. Thompson,

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

[[FR Doc. 2025-10045](#) Filed 5-29-25; 2:00 pm]

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