**(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, AIR–520, Continued Operational Safety 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 certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: *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) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR–520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

**(j) Related Information**

(1) For more information about this AD, contact Michael Closson, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3973; email: *Michael.P.Closson@faa.gov.*

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (k)(3) this AD.

**(k) 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) Boeing Alert Requirements Bulletin B787–81205–SB340065–00 RB, Issue 001, dated February 11, 2025.

(ii) [Reserved]

(3) For the Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website *myboeingfleet.com.*

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(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 June 4, 2025.

**Lona C. Saccomando,**

*Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2025–10759 Filed 6–12–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2025–0926; Project Identifier AD–2025–00200–E]**

**RIN 2120–AA64**

## Airworthiness Directives; International Aero Engines AG Engines

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) for certain International Aero Engines AG (IAE AG) Model V2522–A5, V2524–A5, V2525–D5, V2527–A5, V2527E–A5, V2527M–A5, V2528–D5, V2530–A5, V2531–E5, and V2533–A5 engines. This proposed AD was prompted by a manufacturer investigation that revealed a quality escape following angled ultrasonic inspections (AUSIs) performed on certain high-pressure turbine (HPT) 1st-stage hubs and HPT 2nd-stage hubs. This proposed AD would require removal and replacement of certain HPT 1st-stage hubs and HPT 2nd-stage hubs. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this proposed AD by July 28, 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–2025–0926; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

**FOR FURTHER INFORMATION CONTACT:** Carol Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7655; email: *carol.nguyen@faa.gov*.

**SUPPLEMENTARY INFORMATION:**

### Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include ''Docket No. FAA–2025–0926; Project Identifier AD–2025–00200–E'' at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may revise this proposal 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 NPRM.

### 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 NPRM 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 NPRM, 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 NPRM. Submissions containing CBI should be sent to Carol Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198. 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 FAA received a report of a quality escape on HPT 1st-stage hubs and HPT 2nd-stage hubs that had AUSIs performed at production and are installed on certain IAE AG Model V2522–A5, V2524–A5, V2525–D5, V2527–A5, V2527E–A5, V2527M–A5, V2528–D5, V2530–A5, V2531–E5, and V2533–A5 engines. A manufacturer investigation of these AUSIs revealed that the quality escape resulted from the misinterpretation of a rejection criteria for the AUSIs performed on affected HPT 1st-stage hubs and HPT 2nd-stage hubs. This condition, if not addressed, could result in an uncontained hub failure, release of high-energy debris, damage to the engine, damage to the airplane, and loss of the airplane.

**FAA's Determination**

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

**Proposed AD Requirements in This NPRM**

This proposed AD would require removal and replacement of certain HPT 1st-stage hubs and HPT 2nd-stage hubs.

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect two engines of U.S. registry. The FAA estimates that two engines would need replacement of the HPT 1st-stage hub and no engines would need replacement of the HPT 2nd-stage hub.

The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

| Action | Labor cost | Parts cost | Cost per product | Cost on U.S. operators |
|---|---|---|---|---|
| Replace HPT 1st-stage hub | 100 work-hours × $85 per hour = $8,500 | $460,000 | $468,500 | $937,000 |
| Replace HPT 2nd-stage hub | 100 work-hours × $85 per hour = $8,500 | 360,000 | 368,500 | 0 |

**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**

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

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

(3) Would 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 Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

**International Aero Engines AG:** Docket No. FAA–2025–0926; Project Identifier AD–2025–00200–E.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by July 28, 2025.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to International Aero Engines AG (IAE AG) Model V2522–A5, V2524–A5, V2525–D5, V2527–A5, V2527E–A5, V2527M–A5, V2528–D5, V2530–A5, V2531–E5, and V2533–A5 engines.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

**(e) Unsafe Condition**

This AD was prompted by a manufacturer investigation that revealed a quality escape following angled ultrasonic inspections performed on certain high-pressure turbine (HPT) 1st-stage hubs and HPT 2nd-stage hubs. The FAA is issuing this AD to prevent failure of the HPT 1st-stage hub and HPT 2nd-stage hub. The unsafe condition, if not addressed, could result in an uncontained hub failure, release of high-energy debris, damage to the engine, damage to the airplane, and loss of the airplane.

**(f) Compliance**

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

**(g) Required Actions**

For engines with an installed part, part number (P/N) and serial number (S/N) identified in table 1 to paragraph (g) of this AD, at the next engine shop visit after the effective date of this AD before exceeding the applicable removal cycle limit listed in table 1 to paragraph (g) of this AD or within 100 flight cycles from the effective date of this AD, whichever occurs later, remove the affected part from service and replace with a part eligible for installation.

TABLE 1 TO PARAGRAPH (g)—AFFECTED HPT 1ST STAGE AND HPT 2ND STAGE HUBS

| Part | P/N | S/N | Removal cycle limit (cycles since new) |
|---|---|---|---|
| HPT 1st-stage hub | 2A5001 | PKLBSK9287 | 100 |
| HPT 1st-stage hub | 2A5001 | PKLBSS9200 | 4,800 |
| HPT 1st-stage hub | 2A5001 | PKLBST5011 | 5,500 |
| HPT 1st-stage hub | 2A5001 | PKLBST7489 | 6,200 |
| HPT 2nd-stage hub | 2A4802 | PKLBST5005 | 4,000 |
| HPT 2nd-stage hub | 2A4802 | PKLBSS9840 | 3,900 |
| HPT 2nd-stage hub | 2A4802 | PKLBSS0301 | 5,000 |
| HPT 2nd-stage hub | 2A4802 | PKLBSR2100 | 6,000 |

**(h) Installation Prohibition**

After the effective date of this AD, do not install an HPT 1st-stage hub or HPT 2nd-stage hub that has a P/N and S/N listed in table 1 to paragraph (g) of this AD in any engine.

**(i) Definitions**

For the purpose of this AD:

(1) A ''part eligible for installation'' is an HPT 1st-stage hub or HPT 2nd-stage hub having a P/N and S/N that is not listed in table 1 to paragraph (g) of this AD.

(2) An ''engine shop visit'' is the induction of an engine into the shop for maintenance involving the separation of any major mating engine flanges, H–P, except for the following situations, which do not constitute an engine shop visit:

(i) Separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance.

(ii) Engine removal for the purpose of performing field maintenance activities at a maintenance facility in lieu of performing them on-wing.

**(j) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, AIR–520 Continued Operational Safety 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 AIR–520 Continued Operational Safety 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 Carol Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7655; email: *carol.nguyen@faa.gov*.

**(l) Material Incorporated by Reference**

None.

Issued on June 9, 2025.

**Lona C. Saccomando,**

*Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.*

[FR Doc. 2025–10764 Filed 6–12–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

### 33 CFR Part 110

**[Docket Number USCG–2025–0324]**

**RIN 1625–AA01**

## Anchorage Regulations; Anchorage D & E Disestablishment, Chicago, IL

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to disestablish Anchorage D, Chicago Harbor Lock South, and Anchorage E, Chicago Harbor Lock North, in Chicago, IL. This action is necessary to reflect that these two Federal anchorage areas are no longer in use by commercial or recreational vessels. We invite your comments on this proposed rulemaking.

**DATES:** Comments and related material must be received by the Coast Guard on or July 14, 2025.

**ADDRESSES:** You may submit comments identified by docket number USCG–2025–0324 using the Federal Decision-Making Portal at *https://www.regulations.gov*. See the ''Public Participation and Request for Comments'' portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rulemaking, call or email Lieutenant Commander Jessica Anderson, Sector Lake Michigan Waterways Management Division, U.S. Coast Guard; telephone 414–747–7182, email *Jessica.P.Anderson@uscg.mil.*

**SUPPLEMENTARY INFORMATION:**

### I. Table of Abbreviations

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

### II. Background, Purpose, and Legal Basis

Anchorage area D, Chicago Harbor Lock South, and Anchorage area E, Chicago Harbor Lock North, were established on August 19, 1985. During the comment period, the local Park District noted that the area north of the locks (anchorage E) could restrict access to future recreation boating developments south of the Navy Pier and that there were plans to develop the slope north of Navy Pier. As the waters of Chicago Harbor are not exclusively for recreational boating needs, commercial vessel needs supported the establishment of the anchorage area. At the time, the new locations provided a slight transit time advantage to the marine towing industry. Anchorages D and E were utilized as temporary mooring areas for towing vessels and tows during inclement weather while awaiting a change of towing vessels.

The Ninth District Commander has determined that, following a 2023 Anchorage Grounds Risk Assessment, Anchorages D and E are no longer in use and their disestablishment would not reduce safety of navigation. Therefore, it is pertinent to revise the current anchorage regulations in 33 CFR 110.205 by removing subparagraphs (a)(4) and (a)(5) to disestablish Anchorages D and E and revise the text in 33 CFR 110.205(b)(7) to remove references to Anchorages D and E.

The purpose of this rulemaking is to disestablish these two anchorage grounds in Chicago, IL. The Coast Guard