

(ii) European Union Aviation Safety Agency (EASA) AD 2024–0234, dated December 6, 2024.

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(4) For Airbus material identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email [continued-airworthiness.a350@airbus.com](mailto:continued-airworthiness.a350@airbus.com); website [airbus.com](http://airbus.com).

(5) 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.

(6) 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 July 9, 2025.

**Peter A. White,**

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

[FR Doc. 2025–13593 Filed 7–18–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2025–0345; Project Identifier MCAI–2024–00475–T; Amendment 39–23087; AD 2025–14–09]

**RIN 2120–AA64**

#### Airworthiness Directives; Airbus SAS Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2022–27–01, which applied to certain Airbus SAS Model A350–941 and –1041 airplanes. AD 2022–27–01 required replacing affected fasteners and applying additional head nut cap protection at the front and rear spars in the center wing box (CWB). Since the FAA issued AD 2022–27–01, the FAA determined that additional Airbus SAS Model A350 manufacturer serial numbers (MSNs) are affected by the same potential unsafe condition. This AD continues to require the actions in AD 2022–27–01 and

expands the applicability to include the additional Airbus SAS Model A350 MSNs. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective August 25, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 25, 2025.

#### ADDRESSES:

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA–2025–0345; 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 address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

#### Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

- 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. It is also available at [regulations.gov](http://regulations.gov) under Docket No. FAA–2025–0345.

#### FOR FURTHER INFORMATION CONTACT:

Kaitlyn Kosten, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 404–545–5064; email [kaitlyn.e.kosten@faa.gov](mailto:kaitlyn.e.kosten@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2022–27–01, Amendment 39–22286 (87 FR 80026, December 29, 2022) (AD 2022–27–01). AD 2022–27–01 applied to certain Airbus SAS Model A350–941 and –1041 airplanes. AD 2022–27–01 required replacing affected fasteners and applying additional head nut cap protection at the front and rear spars in the CWB, as specified in EASA AD 2022–0080, dated May 9, 2022. The FAA issued AD 2022–27–01 to address fasteners installed in the CWB rotating

inside their fastener holes. The unsafe condition, if not addressed, could lead to loss of a fastener clamping and cracking of the nut sealant cover, possibly resulting, in case of lightning strike, in a fuel tank explosion and consequent loss of the airplane.

The NPRM was published in the **Federal Register** on March 13, 2025 (90 FR 11916). The NPRM was prompted by AD 2024–0161, dated August 19, 2024 (EASA AD 2024–0161) (also referred to as “the MCAI”), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that additional Airbus SAS Model A350 MSNs are affected by the same potential unsafe condition, and the service information has been revised to identify the additional airplanes. EASA AD 2024–0161 retains the requirements of EASA AD 2022–0080 and expands the applicability to include additional Airbus SAS Model A350 MSNs.

In the NPRM, the FAA proposed to continue to require the actions in AD 2022–27–01 and to expand the applicability to include the additional Airbus SAS Model A350 MSNs, as specified in EASA AD 2024–0161. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA–2025–0345.

#### Discussion of Final Airworthiness Directive

##### Comments

The FAA received a comment from ProTech Aero Services Limited, who supported the NPRM without change.

##### Conclusion

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, it has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered the comment received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products.

#### Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2024–0161, which specifies procedures for replacing affected fasteners installed on the left-hand and right-hand CWB at the front and rear spar areas, and for adding head nut cap protection at the front and

rear spars in the CWB. This material is reasonably available because the interested parties have access to it through their normal course of business

or by the means identified in the ADDRESSES section.

### Costs of Compliance

The FAA estimates that this AD affects 34 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

### ESTIMATED COSTS FOR REQUIRED ACTIONS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Replace fasteners ....	Up to 83 work-hours × \$85 per hour = \$7,055 .....	Up to \$17,716 .....	Up to \$24,771 .....	Up to \$842,214.

### 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,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will 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 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:
  - a. Removing Airworthiness Directive (AD) 2022–27–01, Amendment 39–22286 (87 FR 80026, December 29, 2022); and
  - b. Adding the following new AD:

**2025–14–09 Airbus SAS:** Amendment 39–23087; Docket No. FAA–2025–0345; Project Identifier MCAI–2024–00475–T.

#### (a) Effective Date

This airworthiness directive (AD) is effective August 25, 2025.

#### (b) Affected ADs

This AD replaces AD 2022–27–01, Amendment 39–22286 (87 FR 80026, December 29, 2022) (AD 2022–27–01).

#### (c) Applicability

This AD applies to Airbus SAS Model A350–941 and –1041 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2024–0161, dated August 19, 2024 (EASA AD 2024–0161).

#### (d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

#### (e) Unsafe Condition

This AD was prompted a report that during flight and fatigue testing it was detected that some fasteners installed in the center wing box (CWB) rotated inside their fastener holes. The FAA is issuing this AD to address fasteners installed in the CWB rotating inside their fastener holes. The unsafe condition, if not addressed, could lead to loss of a fastener clamping and cracking of the nut sealant cover, possibly resulting, in case of lightning strike, in a fuel tank explosion and consequent loss of the airplane.

#### (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, EASA AD 2024–0161.

### (h) Exceptions to EASA AD 2024–0161

(1) Where EASA AD 2024–0161 refers to "23 May 2022 [the effective date of EASA AD 2022–0080]," this AD requires using February 2, 2023 (the effective date of AD 2022–27–01).

(2) This AD does not adopt the "Remarks" section of EASA AD 2024–0161.

### (i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* 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 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(ii) AMOCs approved previously for AD 2022–27–01 are approved as AMOCs for the corresponding provisions of EASA AD 2024–0161 that are required by paragraph (g) of this AD.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA, or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (i)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the

procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

#### (j) Additional Information

For more information about this AD, contact Kaitlyn Kosten, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 404-545-5064; email [kaitlyn.e.kosten@faa.gov](mailto:kaitlyn.e.kosten@faa.gov).

#### (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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2024-0161, dated August 19, 2024.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

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

Issued on July 11, 2025.

**Peter A. White,**

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

[FR Doc. 2025-13594 Filed 7-18-25; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2024-1885; Project Identifier AD-2023-00995-E; Amendment 39-23081; AD 2025-14-03]

**RIN 2120-AA64**

#### Airworthiness Directives; General Electric Company Engines

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain General Electric Company (GE) Model

CF34-10E2A1, CF34-10E6, CF34-10E6A1, CF34-10E7, CF34-10E7-B, CF34-10E5, and CF34-10E5A1 engines. This AD was prompted by a report of cracks found in the high-pressure turbine (HPT) front rotating air seal. This AD requires performing repetitive fluorescent penetrant inspections (FPIs) to detect indications or linear indications (any indication which is four times longer than the width of that same indication) in the HPT front rotating air seal and, if necessary, replacing the HPT front rotating air seal or HPT rotor disk with parts eligible for installation as applicable. This AD also includes an optional terminating action to the repetitive FPIs. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective August 25, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 25, 2025.

#### ADDRESSES:

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA-2024-1885; 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, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

#### Material Incorporated by Reference:

- For GE material identified in this AD, contact GE, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552-3272; email: [aviation.fleetsupport@ge.com](mailto:aviation.fleetsupport@ge.com); website: [ge.com](http://ge.com).

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110. It is also available at [regulations.gov](http://regulations.gov) under Docket No. FAA-2024-1885.

#### FOR FURTHER INFORMATION CONTACT:

Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7178; email: [alexei.t.marqueen@faa.gov](mailto:alexei.t.marqueen@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

The FAA issued a supplemental notice of proposed rulemaking (SNPRM) to amend 14 CFR part 39 by adding an

AD that would apply to certain GE Model CF34-10E2A1, CF34-10E6, CF34-10E6A1, CF34-10E7, CF34-10E7-B, CF34-10E5, and CF34-10E5A1 engines. The SNPRM was published in the **Federal Register** on April 25, 2025 (90 FR 17345). The SNPRM was prompted by a report of indications found in certain HPT front rotating air seals at the rabbet surface where the affected part interacts with the HPT rotor disk tabs. The manufacturer investigated and determined that the indications were caused by high edge contact stress at the interface between the HPT rotor disk and the rabbet surface of the HPT front rotating air seal. The SNPRM proposed to require repetitive FPIs to detect indications or linear indications (any indication that is four times longer than the width of that same indication) in the HPT front rotating air seal and, if necessary, replacement of the HPT front rotating air seal or HPT rotor disk with parts eligible for installation. Additionally, replacing the HPT front rotating air seal with an updated design part constitutes as a terminating action for the proposed AD. The FAA has also determined that changes to the applicability are necessary, primarily based on comments received on the notice of proposed rulemaking (NPRM) (89 FR 59860; July 24, 2024) from several commenters and additional review by the FAA. The FAA is issuing this AD to address the unsafe condition on these products.

#### Discussion of Final Airworthiness Directive

##### Comments

The FAA received a comment from one individual commenter. The commenter supported the SNPRM without change.

##### Conclusion

The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the SNPRM. None of the changes will increase the economic burden on any operator.

#### Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed GE CF34-10E Service Bulletin 72-0341 R02, dated September 24, 2021 (GE SB 72-0341 R02). This material specifies procedures for repetitive FPIs and eddy current inspections of certain HPT front rotating air seals for indications or linear