and permit retrieval of the recorded data; and

(4) Enable routine verification of the proper operation of the above means.

(d) Section 33.87 Endurance test. The requirements of § 33.87 are applicable to the PW220A, except that for the flat 30-second and 2-minute OEI power rating, the following requirements apply:

(1) The test of § 33.87(a)(7), for the purposes of temperature stabilization, must be run with a test period time of 2.5 minutes.

(2) The tests in § 33.87(f)(2) and (3) must be run continuously for the duration of 2.5 minutes, and

(3) The tests in § 33.87(f)(6) and (7) must be run continuously for the duration of 2.5 minutes.

(e) Section 33.85 Calibration tests. Test requirements of § 33.85(d) are applicable to the PW220A except that any measurements taken during the applicable endurance test prescribed in § 33.87(f)(1) through (8) as modified per this special condition may be used in showing compliance with the requirements of § 33.85(d) for the flat 30-second and 2-minute OEI power rating.

(f) Section 33.88 Engine overtemperature test. The requirements of § 33.88(b) apply, except that the test time is 5 minutes instead of 4 minutes. During the 5-minute time interval, the engine must be run at the maximum power-on rpm with a gas temperature at least 35 °F (19 °C) higher than the maximum operating limit at the flat 30-second and 2-minute OEI power rating.

(g) Section A33.4 Airworthiness Limitations Section. Additional airworthiness requirements of § A33.4(b) are applicable to the PW220A as follows:

(1) The Airworthiness Limitations Section must also prescribe the mandatory post-flight inspections and maintenance actions associated with any use of the flat 30-second and 2-minute OEI power rating.

(2) The applicant must validate the adequacy of the inspections and maintenance actions required with any use of the flat 30-second and 2-minute OEI power rating.

(3) The applicant must establish an in-service engine evaluation program to ensure the continued adequacy of the instructions for mandatory post-flight inspections and maintenance actions prescribed under paragraph (b)(1) of § A33.4 and of the data for § 33.5(b)(4) pertaining to power availability. The program must include service engine tests or equivalent service engine test experience on engines of similar design and evaluations of service usage of the flat 30-second and 2-minute OEI power rating.

Issued in Des Moines, Washington, on August 5, 2025.

Michael Thompson,

Acting Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.

[FR Doc. 2025–15009 Filed 8–6–25; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–1730; Project Identifier MCAI–2023–01122–E]

RIN 2120–AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG 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 all Rolls-Royce Deutschland Ltd & Co KG (RRD) Model Trent 7000–72 and Trent 7000–72C engines. This proposed AD was prompted by the manufacturer's determination that certain intervals for visual inspection of the intermediate pressure 8 (IP8) and high pressure 3 (HP3) air tubes need to be reduced for certain engines, and instructions for visual inspection of the IP8 and HP3 air tubes were not available for certain other engines. This proposed AD would require initial and repetitive visual inspections of the IP8 and HP3 air tubes for cracking, damage, or air leakage wear, and replacement if necessary. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by September 22, 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–2025–1730; 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, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this NPRM, 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 this material on the EASA website at *ad.easa.europa.eu.*
- 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.

FOR FURTHER INFORMATION CONTACT: Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7146; email: *barbara.caufield@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 using a method listed under **ADDRESSES**. Include ''Docket No. FAA–2025–1730; Project Identifier MCAI–2023–01122–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 amend 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 Barbara Caufield, 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

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2023–0186, dated October 27, 2023 (EASA AD 2023–0186) (also referred to as the MCAI), to correct an unsafe condition on RRD Model Trent 7000–72 and Trent 7000–72C engines. The MCAI states that the manufacturer's normal engine maintenance instructions for visual inspection to determine the integrity of the IP8 and HP3 air tubes at intervals consistent with exposure assumptions used in critical part life assessments may result in the fracture of an affected part to remain undetected for a longer period than assumed. Thus, more frequent visual inspections of the IP8 and HP3 air tubes are necessary. Also, instructions for visual inspection of the IP8 and HP3 air tubes were not available for certain other engines. The manufacturer issued service material that provides instructions for visual inspections of the IP8 and HP3 air tubes for all affected engines. The FAA is proposing this AD to prevent failure of the IP8 and HP3 air tubes.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–1730.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2023–0186, which specifies procedures for performing initial and repetitive visual inspections of the IP8 and HP3 air tubes for cracking, damage, or air leakage wear, and replacement if necessary. This material is reasonably available because the interested parties have access to it through their normal course of business or by the mean identified in the **ADDRESSES** section.

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 referenced above. 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 accomplishing the actions specified in the MCAI described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to incorporate EASA AD 2023–0186 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2023–0186 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2023–0186 does not mean that operators need comply only with that section. For example, where the AD requirement refers to ''all required actions and compliance times,'' compliance with this AD requirement is not limited to the section titled ''Required Action(s) and Compliance Time(s)'' in EASA AD 2023–0186. Material required by EASA AD 2023–0186 for compliance will be available at *regulations.gov* under Docket No. FAA–2025–1730 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 100 engines installed on airplanes of U.S. registry.

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
Inspect the IP8 and HP3 air tubes	3 work-hours × $85 per hour = $255	$0	$255	$25,500

The FAA estimates the following costs to do any necessary replacements that would be required based on the results of the proposed inspection. The agency has no way of determining the number of engines that might need these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace air tube	3 work-hours × $85 per hour = $255	$1,000	$1,255

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:

Rolls-Royce Deutschland Ltd & Co KG: Docket No. FAA–2025–1730; Project Identifier MCAI–2023–01122–E.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by September 22, 2025.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG Model Trent 7000–72 and Trent 7000–72C engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7500, Engine Bleed Air System.

(e) Unsafe Condition

This AD was prompted by the manufacturer's determination that certain intervals for visual inspection of the intermediate pressure 8 (IP8) and high pressure 3 (HP3) air tubes need to be reduced for certain engines, and instructions for visual inspection of the IP8 and HP3 air tubes were not available for certain other engines. The FAA is issuing this AD to prevent failure of the IP8 and HP3 air tubes. The unsafe condition, if not addressed, could result in reduced efficiency of internal cooling and sealing flows, failure of the IP8 air tubes and HP3 air tubes, damage to the engine, and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified in paragraphs (h) and (i) of this AD, perform all required actions within the compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2023–0186, dated October 27, 2023 (EASA AD 2023–0186).

(h) Exceptions to EASA AD 2023–0186

(1) Where EASA AD 2023–0186 requires compliance from its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (6) of EASA AD 2023–0186 states ''any damage is detected'', this AD requires replacing that text with ''any cracking or sign of air leakage is detected''.

(3) This AD does not adopt the ''Remarks'' paragraph of EASA AD 2023–0186.

(i) No Reporting Requirement

Although the service material referenced in EASA AD 2023–0186 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(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 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 Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7146; email: *barbara.caufield@faa.gov.*

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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 2023–0186, dated October 27, 2023.

(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 this EASA AD on the EASA website at *ad.easa.europa.eu.*

(4) 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.

(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 4, 2025.

Peter A. White,

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

[FR Doc. 2025–14965 Filed 8–6–25; 8:45 am]

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