

TABLE 2—SIDE-BY-SIDE VIEW OF PART 23 REGULATIONS AND ASTM F3264–24 SECTION(S)—Continued

Part 23 amendments 23–64 and 23–65 regulation(s)	ASTM F3264–24 section(s) <sup>7</sup>	ASTM F3264–24 subsection(s) <sup>8</sup>
		10.5.3 F3120/F3120M–20 Standard Specification for Ice Protection for General Aviation Aircraft. 10.5.4 F3408/F3408M–21 Standard Specification for Aircraft Emergency Parachute Recovery Systems.

<sup>7</sup> The ASTM F3264–24 section(s) provides a means of compliance intended to be used on projects for traditional part 23 airplanes, not for novel designs. Novel designs require evaluation and possible modification of the means of compliance.

<sup>8</sup> Changes required for FAA acceptance and additional information per table 1 still apply to table 2. The FAA does not accept the Aircraft Type Code compliance matrix tables included in F3228–21, F3229/F3229M–17, F3230–21a, F3231/F3231M–23, F3233/F3233M–21, F3234/F3234M–21, F3235–22, F3236–21a, and F3316/F3316M–19. The tables defining applicability found in F3061/F3061M–22b sections 4, 10, 13, and 17 are not accepted. Applicability will be determined by the Policy and Standards Division.

The MOC accepted by this NOA provide one means, but not the only means, of complying with part 23 regulatory requirements. Applicants who desire to use a MOC reflected by other revisions to ASTM standards not previously accepted may seek guidance and possible acceptance from the FAA for the use of those MOC on a case-by-case basis. Applicants may propose an alternative MOC for FAA review and possible acceptance.

#### Editorial, Reapproval, Revision, or Withdrawal

ASTM policy states that a consensus standard should be reviewed in its entirety by the responsible subcommittee and must be balloted for reapproval, revision, or withdrawal within five years of its last approval date. When an ASTM standard is reapproved, that reapproval is denoted by the year in parentheses (*e.g.*, F2427–05a (2013)). This date indicates the completion of a review cycle with no technical changes made to the standard. In addition, ASTM issues editorial changes denoted by a superscript epsilon in the standard designation (*e.g.*, F3235–17ε1). This epsilon indicates information was corrected, and it did not change the meaning or intent of a standard. Since reapprovals and editorial changes do not change the technical content of standards, then any standard FAA-accepted by this NOA that is later reapproved or editorially changed by ASTM, is also considered FAA-accepted and without the need for an updated NOA.

ASTM revises a standard to make changes to its technical content. Revisions are identified by a hyphen after the document number, which is followed by the last two numbers of the year of acceptance or of last revision. If the standard is revised again during the same year, this is indicated by adding an “a” for the second revision, “b” for the third revision, and so on for each revision. Since revisions change the technical content, revisions to consensus standards that are the basis for a MOC accepted by this NOA will

not be automatically accepted, and will require further FAA acceptance for the revisions to be an accepted MOC.

#### Availability

ASTM F3264–24, “Standard Specification for Normal Category Aeroplanes Certification,” is available online at <https://www.astm.org/READINGLIBRARY/>. ASTM copyrights these consensus standards and charges the public a fee for service. Individual downloads or reprints of a standard (single or multiple copies, special compilations, and other related technical information), as well as information regarding membership, ASTM offices abroad, or Committee F44 on General Aviation Aircraft, may be obtained online or by contacting ASTM by telephone: (610) 832–9585; facsimile: (610) 832–9555; or through email: [service@astm.org](mailto:service@astm.org).

Issued in Kansas City, Missouri, on May 12, 2025.

**Sheila I. Mariano,**

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

[FR Doc. 2025–08985 Filed 5–19–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2024–2721; Project Identifier AD–2024–00610–E; Amendment 39–23045; AD 2025–10–11]

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 CF6–80E1A2, CF6–80E1A3, CF6–

80E1A4, and CF6–80E1A4/B engines. This AD was prompted by a manufacturer investigation that revealed certain high-pressure turbine (HPT) stage 1 and HPT stage 2 disks were manufactured from powder metal material suspected to contain iron inclusion. This AD requires replacement of affected HPT stage 1 and HPT stage 2 disks with parts eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective June 24, 2025.

#### ADDRESSES:

**AD Docket:** You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2024–2721; 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.

#### 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 notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain GE Model CF6–80E1A2, CF6–80E1A3, CF6–80E1A4, and CF6–80E1A4/B engines. The NPRM was published in the **Federal Register** on January 30, 2025 (90 FR 8505). The NPRM was prompted by a manufacturer investigation that revealed the detection of iron inclusion in an HPT stage 2 disk manufactured from the same powder metal material used to manufacture certain HPT stage 1 and HPT stage 2 disks for GE Model CF6–80E1A2, CF6–

80E1A3, CF6–80E1A4, and CF6–80E1A4/B engines. Further investigation by the manufacturer revealed that the iron inclusion is attributed to deficiencies in the manufacturing process and may cause reduced material properties and a lower fatigue life capability, which may result in premature fracture and uncontained failure. The manufacturer also informed the FAA that additional risk assessments showed that there were no failed events associated with the discovery of this iron inclusion material. However, it was concluded that replacement of the affected HPT stage 1 and HPT stage 2 disks is necessary to prevent any future failed events. In the NPRM, the FAA proposed to require replacement of affected HPT stage 1 and HPT stage 2 disks with parts eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products.

**Discussion of Final Airworthiness Directive**

**Comments**

The FAA received comments from three commenters. The commenters were Delta Air Lines, Inc. (DAL) and two individual commenters. The

individual commenters supported the NPRM without change. DAL requested changes to the proposed AD. The following presents the comments received on the NPRM and the FAA’s response to each comment.

**Request To Expand Applicability and Add Parts Prohibition Requirement**

DAL requested that the FAA revise the proposed AD to add certain engine variants to paragraph (c), Applicability, and to add a parts installation prohibition to paragraph (g), Required Actions, to prevent installation of the removed parts on non-CF6–80E1 engines. DAL noted that, according to the engine illustrated parts catalog, the HPT stage 1 and HPT stage 2 disks on the CF6–80E1 fleet of engines could be installed on the CF6–80C2 fleet of engines, specifically on the –B2F, –B4F, –B6F, –B7F, and –B8F variants. The commenter reasoned that without a parts installation prohibition in the proposed AD, the affected parts would be eligible for installation on the non-CF6–80E1 engines after the required removal action in the AD.

The FAA disagrees. This AD applies to engine models known to have affected parts installed. Paragraph (g) of

this AD requires the removal of the affected parts from service. Since the FAA and the manufacturer know where these parts are, and parts removed from service by AD action are not serviceable and not eligible for reinstallation on any engine, it is not necessary to revise paragraph (c) of this AD to add engine variants and revise paragraph (g) of this AD to prohibit installation of the removed parts. The FAA did not change this AD as a result of these comments.

**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 NPRM. None of the changes will increase the economic burden on any operator.

**Costs of Compliance**

The FAA estimates that this AD affects one engine installed on an airplane of U.S. registry.

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

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Replace HPT stage 1 disk .....	8 work-hours x \$85 per hour = \$680.	\$1,228,800 (prorated) .....	\$1,229,480	\$1,229,480
Replace HPT stage 2 disk .....	8 work-hours x \$85 per hour = \$680.	\$201,600 (prorated) .....	202,280	202,280

**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 adding the following new airworthiness directive:

**2025–10–11 General Electric Company:**  
Amendment 39–23045; Docket No.

FAA–2024–2721; Project Identifier AD–2024–00610–E.

**(a) Effective Date**

This airworthiness directive (AD) is effective June 24, 2025.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to General Electric Company (GE) Model CF6–80E1A2, CF6–

80E1A3, CF6–80E1A4, and CF6–80E1A4/B engines with an installed high-pressure turbine (HPT) stage 1 disk or HPT stage 2 disk having a part number (P/N) and serial number (S/N) identified in table 1 to paragraph (c) of this AD.

TABLE 1 TO PARAGRAPH (c)—AFFECTED HPT STAGE 1 AND HPT STAGE 2 DISKS

Part name	P/N	S/N
HPT stage 1 disk	1863M36G06	GWN0GP27.
HPT stage 1 disk	1863M36G06	GWN0GPM8.
HPT stage 1 disk	1863M36G06	GWN0GP26.
HPT stage 1 disk	1863M36G06	TMT5SW61.
HPT stage 1 disk	1863M36G06	TMT5SW59.
HPT stage 1 disk	1863M36G06	TMT5SW64.
HPT stage 1 disk	1863M36G06	TMT5SW82.
HPT stage 1 disk	1863M36G06	GWN0GPMG.
HPT stage 2 disk	1778M72P05	BTB77100.
HPT stage 2 disk	1778M72P05	MUNLD123.
HPT stage 2 disk	1778M72P05	MUNLD122.
HPT stage 2 disk	1778M72P05	MUN5B794.
HPT stage 2 disk	1778M72P05	BTB77102.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by a manufacturer investigation that revealed certain HPT stage 1 and HPT stage 2 disks were subject to iron inclusion introduced during the manufacturing process. The FAA is issuing this AD to prevent fracture and potential uncontained failure of certain HPT stage 1 and HPT stage 2 disks. The unsafe condition, if not addressed, could result in uncontained debris release, damage to the engine, and damage to the airplane.

**(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, remove any affected HPT stage 1 disk having P/N 1863M36G06 and S/N GWN0GP27 from service and replace with a part eligible for installation.

(2) Before further flight after the effective date of this AD, remove any affected HPT stage 2 disk having P/N 1778M72P05 and S/N BTB77100 from service and replace with a part eligible for installation.

(3) For affected HPT stage 1 disks identified in table 1 to paragraph (c) of this AD that are not included in paragraph (g)(1) of this AD, at the next piece part exposure or before the affected HPT stage 1 disk exceeds 8,600 cycles since new (CSN), whichever occurs first after the effective date of this AD, remove the affected HPT stage 1 disk from service and replace with a part eligible for installation.

(4) For affected HPT stage 2 disks identified in table 1 to paragraph (c) of this AD that are not included in paragraph (g)(2) of this AD, at the next piece part exposure or before the affected HPT stage 2 disk exceeds 12,000 CSN, whichever occurs first

after the effective date of this AD, remove the affected HPT stage 2 disk from service and replace with a part eligible for installation.

**(h) Definitions**

For the purpose of this AD:

(1) A “part eligible for installation” is any HPT stage 1 disk or HPT stage 2 disk that does not have a P/N and S/N identified in table 1 to paragraph (c) of this AD.

(2) A “piece part exposure” is when the affected part is removed from the engine and completely disassembled.

**(i) Grace Period for HPT Stage 1 Disk Replacement**

For affected HPT stage 1 disks having greater than 8,550 CSN on the effective date of this AD, the replacement required by paragraph (g)(3) of this AD may be deferred up to 50 flight cycles after the effective date of this AD.

**(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](mailto: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 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).

**(l) Material Incorporated by Reference**

None.

Issued on May 15, 2025.

**Peter A. White,**

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

[FR Doc. 2025–09007 Filed 5–19–25; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2025–0308; Airspace Docket No. 24–AWP–92]

**RIN 2120–AA66**

**Amendment of Class E Airspace; Payson, AZ**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace at Payson, AZ. This action is the result of an airspace review conducted due to the decommissioning of the Payson non directional beacon (NDB). This action also updates the name and geographic coordinates of the airport to coincide with the FAA’s aeronautical database. This action brings the airspace into compliance with FAA orders and supports instrument flight rule (IFR) procedures and operations.

**DATES:** Effective 0901 UTC, August 7, 2025. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51,