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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2023-1878; Project Identifier MCAI-2022-01582-E; Amendment 39-22711; AD 2024-06-06]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2021-25-03 for all Rolls-Royce Deutschland Ltd & Co KG (RRD) Model Trent 7000-72 and Trent 7000-72C engines. AD 2021-25-03 required operators to revise the airworthiness limitation section (ALS) of their existing approved continuous airworthiness maintenance program by incorporating the revised tasks of the applicable time limits manual (TLM) for each affected engine model. Since the FAA issued AD 2021-25-03, the manufacturer again revised the TLM to introduce new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts, which prompted this AD. This AD requires revising the ALS of the operator's existing approved engine maintenance or inspection program, as applicable, to incorporate new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 21, 2024.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 21, 2024.

ADDRESSES: *AD Docket:* You may examine the AD docket at *regulations.gov* under Docket No. FAA-2023-1878; 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 service information identified in this final rule, 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 service information 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* under Docket No. FAA-2023-1878.

FOR FURTHER INFORMATION CONTACT: Sungmo Cho, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7241; email: sungmo.d.cho@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2021-25-03, Amendment 39-21846 (86 FR 71135, December 15, 2021) (AD 2021-25-03). AD 2021-25-03 applied to all RRD Model Trent 7000-72 and Trent 7000-72C engines. AD 2021-25-03 required operators to revise the ALS of their existing approved continuous airworthiness maintenance program by incorporating the revised tasks of the applicable TLM for each affected model turbofan engine, as specified in EASA AD 2020-0244. The FAA issued AD 2021-25-03 to prevent the failure of critical rotating parts, which could result in failure of one or more engines, loss of thrust control, and loss of the airplane.

The NPRM published in the **Federal Register** on September 18, 2023 (88 FR 63888). The NPRM was prompted by EASA AD 2022-0248, dated December 14, 2022 (EASA AD 2022-0248) (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 the manufacturer published a revised engine TLM to introduce new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA-2023-1878.

In the NPRM, the FAA proposed to require revising the ALS of the operator's existing approved engine maintenance or inspection program, as applicable, to incorporate new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts, which are specified in EASA AD 2022-0248, described previously, except for any differences identified as exceptions in the regulatory text of this AD.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from two commenters. The commenters were the Air Line Pilots Association, International (ALPA) and Delta Air Lines, Inc. (DAL). ALPA supported the NPRM without change. The following presents the comments received on the NPRM from DAL and the FAA's response to each comment.

Request To Clarify the Definition of Approved Maintenance Program (AMP)

Delta requested that the FAA revise paragraph (h)(1) of the proposed AD to clarify the definition of the AMP and to refer to the operator's Continuous Airworthiness Maintenance Program (CAMP) instead. DAL stated that the FAA's definition of an AMP in paragraph (h)(1) of the proposed AD contradicts the definition of an AMP in paragraph (h)(4). DAL also noted that the definitions for an AMP in paragraph (h)(1) and (4) of the proposed AD are part of the operator's CAMP.

The FAA partially agrees. Paragraph (h)(4) of this AD has been revised to refer to the airworthiness limitations section of the "existing approved

aircraft maintenance or inspection program” rather than the “existing approved engine maintenance or inspection program.” However, paragraph (h)(1) of this AD was not changed as a result of this comment because a CAMP is a specific type of maintenance program, and this AD uses the term “maintenance program” generically to include an AMP and a CAMP.

Request To Allow Alternative Actions and Prohibit Relaxed Thresholds Intervals

DAL requested paragraph (i) of the proposed AD be revised to remove the “no alternative actions” statement and to clarify that only relaxed thresholds and intervals are not allowed unless they are specified in the provisions of the “Ref. Publications” section of EASA AD 2022–0248. DAL stated that paragraph (i) of the proposed AD does not allow any alternative thresholds and interval changes once the required TLM revision is incorporated into the operator’s maintenance program. DAL noted that an operator may elect to incorporate stricter thresholds and intervals than prescribed in the TLM, which would allow the intervals and

thresholds to be changed if they remain within the published limits of the TLM. The FAA disagrees with the request. The FAA notes that paragraph (i) of this AD does not limit the operators from using more restrictive limits or from performing more frequent inspections. This paragraph requires the actions within the compliance time of the TLM, which specifies the completion of tasks at intervals of no more than a defined number of engine flight cycles and replacement of parts before exceeding published life limits. Based on this, replacement of a part at a more restrictive time would fall within compliance time of the TLM and will satisfy that particular requirement of the AD. The FAA did not change this AD as a result of these comments.

Conclusion

These products have been approved by the 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 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, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Related Service Information Under 1 CFR Part 51

The FAA reviewed EASA AD 2022–0248, which specifies revising the ALS of the existing approved engine maintenance or inspection program, as applicable, to incorporate new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts.

This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in ADDRESSES.

Costs of Compliance

The FAA estimates that this AD affects 40 engines installed on airplanes 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
Revise the ALS	1 work-hours × \$85 per hour = \$85	\$0	\$85	\$3,400

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 has determined that 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 2021–25–03, Amendment 39–21846 (86 FR 71135, December 15, 2021); and
 - b. Adding the following new airworthiness directive:

2024–06–06 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39–22711; Docket No. FAA–2023–1878; Project Identifier MCAI–2022–01582–E.

(a) Effective Date

This airworthiness directive (AD) is effective May 21, 2024.

(b) Affected ADs

This AD replaces AD 2021–25–03, Amendment 39–21846 (86 FR 71135, December 15, 2021).

(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 7200, Engine (Turbine/Turboprop).

(e) Unsafe Condition

This AD was prompted by the manufacturer revising the engine time limits manual (TLM) life limits of certain critical rotating parts and updating certain maintenance tasks. The FAA is issuing this AD to prevent the failure of critical rotating parts. The unsafe condition, if not addressed, could result in failure of one or more engines, loss of thrust control, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified in paragraph (h) of this AD: Perform all required actions within the compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2022–0248, dated December 14, 2022 (EASA AD 2022–0248).

(h) Exceptions to EASA AD 2022–0248

(1) Where EASA AD 2022–0248 defines the AMP as the approved Aircraft Maintenance Programme containing the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated engine, this AD defines the AMP as the aircraft maintenance program containing the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated airplane.

(2) Where EASA AD 2022–0248 refers to its effective date, this AD requires using the effective date of this AD.

(3) This AD does not require compliance with paragraphs (1), (2), (4), and (5) of EASA AD 2022–0248.

(4) Where paragraph (3) of EASA AD 2022–0248 specifies revising the approved AMP within 12 months after the effective date of EASA AD 2022–0248, this AD requires revising the airworthiness limitations section of the existing approved aircraft maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(5) This AD does not adopt the Remarks paragraph of EASA AD 2022–0248.

(i) Provisions for Alternative Actions and Intervals

After performing the actions required by paragraph (g) of this AD, no alternative

actions and associated thresholds and intervals, including life limits, are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2022–0248.

(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, AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: *ANE-AD-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 Sungmo Cho, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7241; email: *sungmo.d.cho@faa.gov*.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2022–0248, dated December 14, 2022.

(ii) [Reserved]

(3) For EASA AD 2022–0248, 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 service information at 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 March 15, 2024.

Victor Wicklund,

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

[FR Doc. 2024–07872 Filed 4–15–24; 8:45 am]

BILLING CODE 4910–13–P

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**14 CFR Part 1204**

[NASA Document No: NASA–23–054; NASA Docket No: NASA–2023–0003]

RIN 2700–AE74

Delegations and Designations

AGENCY: National Aeronautics and Space Administration.

ACTION: Direct final rule.

SUMMARY: The National Aeronautics and Space Administration (NASA) is amending its delegations and designations rule to correct citations and titles throughout, to establish delegations of authority for Real Estate Contracting Officers, and to clarify regulatory text in specific sections.

DATES: This direct final rule is effective on June 17, 2024. Comments are due on or before May 16, 2024. If adverse comments are received, NASA will publish a timely withdrawal of the rule in the **Federal Register**.

ADDRESSES: Comments must be identified with RINs 2700–AE74 and may be sent to NASA via the Federal E-Rulemaking Portal: *https://www.regulations.gov*. Follow the online instructions for submitting comments. Please note that NASA will post all comments on the internet with changes, including any personal information provided.

FOR FURTHER INFORMATION CONTACT: Daniela Cruzado, 202–295–7589.

SUPPLEMENTARY INFORMATION:**Direct Final Rule and Significant Adverse Comments**

NASA has determined that this rulemaking meets the criteria for a direct final rule because it makes changes to correct citations and titles throughout, to establish delegations of authority for Real Estate Contracting Officers, and to clarify regulatory text in specific sections. No opposition to the changes and no significant adverse comments are expected. However, if NASA receives significant adverse comments, it will withdraw this direct final rule by publishing a notice in the **Federal Register**. A significant adverse comment is one that explains: (1) Why the direct final rule is inappropriate, including challenges to the rule’s underlying premise or approach; or (2) why the direct final rule will be ineffective or unacceptable without a change. In determining whether a comment necessitates withdrawal of this direct final rule, NASA will