

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.*

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**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,

subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at [www.regulations.gov](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Rebecca Shelby, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5857.

#### SUPPLEMENTARY INFORMATION:

##### Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends the Class E airspace extending upward from 700 feet above the surface at Payson Airport, Payson, AZ, to support IFR operations at this airport.

##### History

The FAA published an NPRM for Docket No. FAA-2025-0308 in the **Federal Register** (90 FR 11394; March 6, 2025) proposing to amend the Class E airspace at Payson, AZ. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

##### Incorporation by Reference

Class E airspace designations are published in paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

##### The Rule

This amendment to 14 CFR part 71 makes the following changes.

This rule: (a) modifies the Class E airspace extending upward from 700 feet above the surface at Payson Airport to within a 20.9 mile-radius (increased from 6-mile) radius of the airport; (b) removes the Payson NDB and associated extension from the airspace legal description as it is no longer required; and (c) updates the name (previously Payson Municipal Airport) and geographic coordinates of the airport to coincide with the FAA's aeronautical database.

This action is the result of an airspace review conducted due to the decommissioning of the Payson NDB and supports IFR operations at this airport.

##### Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

##### Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

##### Lists of Subjects in 14 CFR 71

Airspace, Incorporation by reference, Navigation (air).

##### The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

##### § 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

\* \* \* \* \*

*Paragraph 6005 Class E Airspace Areas  
Extending Upward From 700 Feet or More  
Above the Surface of the Earth.*

\* \* \* \* \*

##### AWP AZ E5 Payson, AZ [Amended]

Payson Airport, AZ  
(Lat 34°15'25" N, long 111°20'21" W)

That airspace extending upward from 700 feet above the surface within a 20.9-mile radius of Payson Airport.

\* \* \* \* \*

Issued in Fort Worth, Texas, on May 15, 2025.

**Dallas W. Lantz,**

*Acting Manager, Operations Support Group,  
ATO Central Service Center.*

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