

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7209; Project Identifier MCAI–2025–00629–E; Amendment 39–23493; AD 2026–21–04]

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) 2009–04–13 for certain Rolls-Royce Deutschland Ltd & Co KG (RRD) Model BR700–715A1–30, BR700–715B1–30, and BR700–715C1–30 engines. AD 2009–04–13 required revising the airworthiness limitations section (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. AD 2009–04–13 also required removing certain low-pressure compressor (LPC) (fan) disc assemblies from service and completing the Life Limited Part Tracking Sheet. Since the FAA issued AD 2009–04–13, the manufacturer has revised the engine time limits manual (TLM) to introduce new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts. This AD requires 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. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 23, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 23, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–7209; 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; 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, FAA, 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](https://www.regulations.gov) under Docket No. FAA–2026–7209.

FOR FURTHER INFORMATION CONTACT:

Alexis Whitaker, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (516) 228–7309; email: alexis.j.whitaker@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2009–04–13, Amendment 39–15819 (74 FR 7643, February 19, 2009) (AD 2009–04–13). AD 2009–04–13 applied to RRD Model BR700–715A1–30, BR700–715B1–30, and BR700–715C1–30 engines, with an LPC compressor (fan) disc assembly, part number (P/N) BRH10048 or P/N BRH19253. AD 2009–04–13 required 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. Additionally, AD 2009–04–13 required removing LPC compressor (fan) disc assemblies from service that exceed a certain life limit, removing LPC compressor (fan) disc assemblies from service that do not pass the Hawaiian Flight Mission check, and completing the Life Limited Part Tracking Sheet. The FAA issued AD 2009–04–13 to prevent failure of critical rotating parts, which, if not addressed, could result in uncontained failure of the LPC (fan) disc assembly and damage to the airplane.

The NPRM was published in the **Federal Register** on July 6, 2026 (91 FR 40900). The NPRM was prompted by EASA AD 2025–0086, dated April 16, 2025 (EASA AD 2025–0086) (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.

In the NPRM, the FAA proposed to require 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.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from two commenters. Commenters included the Air Line Pilots Association, International and The Boeing Company. All commenters 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, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. 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.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0086, 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 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.

Differences Between This AD and the MCAI

Where paragraph (3) of EASA AD 2025–0086 specifies revising the approved Aircraft Maintenance

Programme (AMP) within 12 months after the effective date of EASA AD 2025–0086, this AD requires revising the ALS of the existing approved engine maintenance or inspection program, as

applicable, within 30 days after the effective date of this AD.

Costs of Compliance

The FAA estimates that this AD affects 218 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-hour × \$85 per hour = \$85	\$0	\$85	\$18,530

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 2009–04–13, Amendment 39–15819 (74 FR 7643, February 19, 2009); and
 - b. Adding the following new airworthiness directive:

2026–21–04 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39–23493; Docket No. FAA–2026–7209; Project Identifier MCAI–2025–00629–E.

(a) Effective Date

This airworthiness directive (AD) is effective November 23, 2026.

(b) Affected ADs

This AD replaces AD 2009–04–13, Amendment 39–15819 (74 FR 7643, February 19, 2009).

(c) Applicability

This AD applies to all Rolls-Royce Deutschland Ltd & Co KG Model BR700–715A1–30, BR700–715B1–30, and BR700–715C1–30 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 to introduce new or more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts. The FAA is issuing this AD to prevent an unsafe condition identified as an uncontained failure of critical rotating parts. The unsafe condition, if not addressed, could result in uncontained failure of the low-pressure compressor (fan) disc assembly and damage to 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 (EASA) AD 2025–0086, dated April 16, 2025 (EASA AD 2025–0086).

(h) Exceptions to EASA AD 2025–0086

(1) Where EASA AD 2025–0086 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not require compliance with paragraphs (1), (2), (4), and (5) of EASA AD 2025–0086.

(3) Where paragraph (3) of EASA AD 2025–0086 specifies "Within 12 months after the effective date of this AD, revise the approved AMP", this AD requires replacing that text with "Within 30 days after the effective date of this AD, revise the airworthiness limitations section (ALS) of the existing approved engine maintenance or inspection program, as applicable".

(4) This AD does not adopt the "Remarks" section of EASA AD 2025–0086.

(i) Provisions for Alternative Actions and Intervals

No alternative actions and associated thresholds and intervals, including life limits, are allowed for compliance with paragraph (g) of this AD unless they are approved as specified in the provisions of the "Ref. Publications" section of EASA AD 2025–0086.

(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 the 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 Alexis Whitaker, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (516) 228-7309; email: alexis.j.whitaker@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 2025-0086, dated April 16, 2025.

(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 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 October 14, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026-21278 Filed 10-16-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

15 CFR Part 15

[Docket No. 261015-0005]

RIN 0605-AA93

Streamlining the Regulations Governing Testimony by Employees and the Production of Documents in Legal Proceedings

AGENCY: Department of Commerce (Department).

ACTION: Final rule.

SUMMARY: By this rule, the Department amends the regulations governing testimony by its current and former employees and the production of its documents in legal proceedings. This rule amends those regulations by removing and/or replacing language that

is redundant, that references other authorities, or that provides only unnecessary elaboration. This action is necessary to streamline the Department's regulations and reduce regulatory complexity. This action is intended to promote efficiency and simplicity, and to minimize the risk of confusion and/or distraction, without significantly altering any entitlements, obligations, or processes in connection with testimony by Department employees or the production of Department documents.

DATES: The rule is effective October 19, 2026.

FOR FURTHER INFORMATION CONTACT: Daniel Sweeney, Deputy General Counsel for Economic, Statistical, and Regulatory Affairs, Office of the General Counsel, at (240) 474-3619.

SUPPLEMENTARY INFORMATION:

I. Background

This action amends the regulations at 15 CFR part 15, subpart B, which govern testimony by current and former employees of the Department and the production of documents in legal proceedings. Those regulations were promulgated on February 17, 1995 (60 FR 9291), and redesignated on April 23, 1997 (62 FR 19669). The cited statutory bases for the regulations include, among others, 5 U.S.C. 301, which grants the Secretary of Commerce the authority to “prescribe regulations for the government of his department, the conduct of its employees, . . . and the custody, use, and preservation of its records, papers, and property”; and 5 U.S.C. 1512, which vests the Department “with jurisdiction and control” over its “bureaus, offices, and branches.”

The regulations at part 15, subpart B, are known as the Department’s “Touhy regulations,” referring to the Supreme Court’s decision in *Touhy v. Ragen*, 340 U.S. 462 (1951). In that case, the Supreme Court held that a subordinate official of the Department of Justice could lawfully refuse to obey a subpoena duces tecum ordering the production of government papers in his possession pursuant to a housekeeping regulation issued by the Attorney General. *Id.* at 463–70. Accordingly, many Federal agencies have promulgated their own Touhy regulations restricting subordinate officials from testifying or producing agency records in legal proceedings without certain prior approval from the agency head or his designee. *See, e.g.*, 32 CFR part 97 (Department of War); 7 CFR part 1, subpart K (Department of Agriculture); 43 CFR part 2, subpart L

(Department of the Interior); 6 CFR part 5, subpart C (Department of Homeland Security).

As for the Department of Commerce’s Touhy regulations, subpart B consists of eight sections. *See* 15 CFR 15.11–15.18. *Section 15.11* describes the scope of the subpart; clarifies that the subpart does not apply to certain scenarios (*e.g.*, testimony while on leave status regarding facts or events unrelated to the official business of the Department, subpoenas for testimony from Congress, demands for testimony by the United States Patent and Trademark Office (USPTO)); and notes that the subpart is not intended to be relied upon to, and does not, create any right or benefit, substantive or procedural, enforceable at law by any party against the United States. *Section 15.12* sets forth various definitions for the subpart. *Section 15.13* sets forth general rules and restrictions governing demands for the testimony of an employee or for the production of documents of the Department; namely, it establishes that “[n]o employee, in response to a demand, shall produce any documents or information of the Department, or provide testimony regarding any information relating to, or based upon Department documents, or disclose any information or produce documents acquired or generated as part of the performance of that employee’s official duties or because of that employee’s official status without the prior authorization of the General Counsel or appropriate agency counsel.” *Section 15.14* sets forth additional rules and restrictions governing demands for the testimony of an employee or for the production of documents of the Department with respect to matters in which the United States is *not* a party, and *section 15.15* does the same with respect to matters in which the United States *is* a party. *Section 15.16* elaborates on the policy and factors to be considered by the General Counsel or appropriate agency counsel when determining whether disclosure or testimony is in the interests of the Department. *Section 15.17* addresses the scenario of demands served upon employees or former employees of the Office of the Inspector General. Lastly, *section 15.18* re-addresses the issue of testimony of Department employees in proceedings involving the United States.

II. Discussion

This action amends the regulations at part 15, subpart B, in the following ways.

First, this action removes text that is plainly redundant. In particular, this action removes from § 15.11(a) the