

A. For a loan amount greater than or equal to \$134,841: 3 percent of the total loan amount;

B. For a loan amount greater than or equal to \$80,905 but less than \$134,841: \$4,045;

C. For a loan amount greater than or equal to \$26,968 but less than \$80,905: 5 percent of the total loan amount;

D. For a loan amount greater than or equal to \$16,855 but less than \$26,968: \$1,305;

E. For a loan amount less than \$16,855: 8 percent of the total loan amount.

xii. For 2026, reflecting a 2.3 percent increase in the CPI-U that was reported on the preceding June 1, a covered transaction is not a qualified mortgage unless the transaction's total points and fees do not exceed:

A. For a loan amount greater than or equal to \$137,958: 3 percent of the total loan amount;

B. For a loan amount greater than or equal to \$82,775 but less than \$137,958: \$4,139;

C. For a loan amount greater than or equal to \$27,592 but less than \$82,775: 5 percent of the total loan amount;

D. For a loan amount greater than or equal to \$17,245 but less than \$27,592: \$1,380;

E. For a loan amount less than \$17,245: 8 percent of the total loan amount.

\* \* \* \* \*

**Russell Vought,**

*Acting Director, Consumer Financial Protection Bureau.*

[FR Doc. 2025-22773 Filed 12-12-25; 8:45 am]

**BILLING CODE 4810-AM-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 33

[Docket No. FAA-2025-0950; Special Conditions No. 33-029-SC]

#### Special Conditions: Pratt and Whitney Canada, PW220A; Flat 30-Second and 2-Minute OEI Rating.

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

**ACTION:** Final special conditions.

**SUMMARY:** These special conditions are issued for the Pratt and Whitney Canada (PWC) aircraft engine model PW220A. This engine will have a novel or unusual design feature when compared to the state of technology envisioned in the airworthiness standards for engines. This design feature is an additional one engine inoperative (OEI) power rating that combines the 30-second and 2-minute OEI power ratings into a single rating. The applicable airworthiness regulations do not contain adequate or appropriate safety standards for this design feature. These special conditions contain the additional safety standards that the Administrator considers

necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

**DATES:** These special conditions are effective January 14, 2026.

#### FOR FURTHER INFORMATION CONTACT:

Philip Haberlen, Engine and Propulsion Section, AIR-625, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 1200 District Avenue, Burlington, MA 01803; telephone 781-238-7770; email *Philip.Haberlen@faa.gov*.

#### SUPPLEMENTARY INFORMATION:

##### Background

On November 16, 2021, Pratt and Whitney Canada applied for a type certificate for the new engine model PW220A. The PW220A is a turboshaft engine designed for transport category twin-engine helicopters.

##### Type Certification Basis

Under the provisions of Title 14, Code of Federal Regulations (14 CFR) 21.17, Pratt and Whitney Canada must show that the model PW220A meets the applicable provisions of Part 33, as amended by Amendments 33-1 through 33-34.

If the Administrator finds that the applicable airworthiness regulations (e.g., 14 CFR part 33) do not contain adequate or appropriate safety standards for the model PW220A because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the type certificate for that model be amended later to include any other model that incorporates the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type certification basis under § 21.17(a)(2).

##### Novel or Unusual Design Features

The PW220A will incorporate the following novel or unusual design feature:

A “Flat 30-second and 2-minute” one engine inoperative (OEI) rating.

##### Discussion

These special conditions are necessary because current Part 33 regulations do not contain airworthiness standards for extending the 2-minute OEI rating for 30 seconds. These special

conditions extend the time-dependent requirements in §§ 33.87(f) and 33.88(b) applicable to the 30-second OEI and 2-minute OEI to the 2.5-minute time duration of the “Flat 30-second and 2-minute OEI” power. The 2.5-minute time duration for the rating may affect the engine's structural and operational characteristics that are time-dependent, such as the values for transients, the time duration for stabilization to steady state, and part growth due to deformation.

To address these aspects, the FAA proposed these special conditions on August 7, 2025 (90 FR 38076) based on §§ 33.7, 33.28(k), 33.29(c), 33.85(d), 33.87(a)(7), 33.87(f), 33.88(b), and A33.4(b).

In addition to § 33.7, an engine rating and operating limitation must be established for the flat 30-second and 2-minute OEI power rating.

The 2.5-minute time duration for the rating necessitates extending the time duration requirement of § 33.28(k) applicable to the 30-second OEI rating from 30 seconds to 2.5 minutes. This requirement is for automatic availability and control of the engine for the entire duration of the rating's usage.

The rating's 2.5-minute time duration also necessitates applying the requirements of § 33.29(c) to the flat 30-second and 2-minute OEI power rating. These special conditions will be used to ensure that the instrumentation requirements normally reserved for 30-second OEI and 2-minute OEI ratings are applied to the flat 30-second and 2-minute OEI power rating over its whole duration.

Paragraph (c)(3) of these special conditions states that the engine must provide means or provision of means to alert maintenance personnel of the use of the flat 30-second and 2-minute OEI power rating; the retrieval of the recorded data must be available after the aircraft lands, so any required maintenance actions can be completed before the next flight.

A special condition regarding calibration tests for the flat 30-second and 2-minute OEI power rating to mirror the requirements of § 33.85(d) is needed. This will permit the use of measurements taken during the endurance test, required by the special condition based on § 33.87(f), to show compliance with § 33.85(d).

The 2.5-minute time duration for the rating affects the endurance test requirements of § 33.87. For the flat 30-second and 2-minute OEI power rating, a 2.5-minute time duration is needed to establish a level of safety equivalent to that established by § 33.87(f). For the 30-second OEI and 2-minute OEI, the test

schedule of § 33.87(f) is divided between the two ratings. The FAA proposed these special conditions based on § 33.87(f) to ensure the test will be run for a duration of 2.5 minutes with no interruption.

A special condition to extend the time duration requirements referenced in Section 33.88(b) from 4 to 5 minutes at the overtemperature condition is also needed.

In addition, the FAA proposed these special conditions to ensure that the requirements in § A33.4(b) apply to this rating.

The special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

#### Discussion of Comments

The FAA issued Notice of Proposed Special Conditions No. 33–25–01–SC for the PWC aircraft engine model PW220A, which was published in the **Federal Register** on August 7, 2025 (90 FR 38076).

No comments were received, and the special conditions are adopted as proposed.

#### Applicability

As discussed above, these special conditions are applicable to the PWC aircraft engine model PW220A. Should PWC apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, these special conditions would apply to that model as well.

#### Conclusion

This action affects only a certain novel or unusual design feature on the PWC aircraft engine model PW220A. It is not a rule of general applicability.

#### List of Subjects in 14 CFR Part 33

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

#### Authority Citation

The authority citation for these special conditions is as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701, 44702, 44704.

#### The Special Conditions

■ Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for engine model PW220A.

In addition to the general definitions in 14 CFR 1.1, the following definition

applies to these special conditions: “Rated Flat 30-second and 2-minute One Engine Inoperative (OEI) Power,” with respect to rotorcraft turbine engines, means (1) a single rating for which the shaft horsepower and associated operating limitations of the 30-second OEI and 2-minute OEI ratings are equal, and (2) the shaft horsepower is that developed under static conditions for a specified altitude and temperature and within the operating limitations established under Part 33. The rating is for continuation of flight operation after the failure or shutdown of one engine in multiengine rotorcraft, for up to three periods of use no longer than 2.5 minutes each in any one flight and followed by mandatory inspection and prescribed maintenance action.

The airworthiness standards in Part 33 Amendment 34 for the 30-second OEI and 2-minute OEI ratings are applicable to the flat 30-second and 2-minute OEI power rating.

In addition to the airworthiness standards in Part 33, the following special conditions apply:

(a) Section 33.7(c)(1) Engine ratings and operating limitations. In addition to the requirements in § 33.7(c)(1), the flat 30-second and 2-minute OEI power rating and operating limitations must be established for power, torque, rotational speed, gas temperature, and time duration.

(b) Section 33.28 Engine controls systems. In addition to the requirements in § 33.28, rotorcraft engines having the flat 30-second and 2-minute OEI power rating must incorporate a means, or a provision for a means, for automatic availability and automatic control of the flat 30-second and 2-minute OEI power within the declared operating limitations.

(c) Section 33.29 Instrument Connection. In lieu of the requirements of 33.29(c), the PW220A must incorporate a means or a provision for a means to:

(1) Alert the pilot when the engine is at the flat 30-second and 2-minute OEI power level, when the event begins, and when the time interval expires;

(2) Automatically record each usage and duration of power at the flat 30-second and 2-minute OEI power rating;

(3) Following each flight when the flat 30-second and 2-minute OEI power rating is used, alert maintenance personnel in a positive manner that the engine has been operated at the flat 30-second and 2-minute OEI power level, 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 Kansas City, Missouri, on December 2, 2025.

**Patrick R. Mullen,**

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

[FR Doc. 2025–22759 Filed 12–12–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2025–2433; **Airspace**  
Docket No. 25–ANM–153]

**RIN 2120–AA66**

#### **Establishment of Class E Airspace; Manila Airport, Manila, UT**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E Airspace extending upward from 700 feet above the surface at Manila Airport, Manila, UT, to support the safety and management of instrument flight rules (IFR) operations at the airport.

**DATES:** Effective date 0901 UTC, March 19, 2026. 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. An electronic copy of this document may also be downloaded from [www.federalregister.gov](http://www.federalregister.gov).

FAA Order JO 7400.11K, 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/).

**FOR FURTHER INFORMATION CONTACT:** Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3460.

#### **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 the 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 establishes Class E airspace to support IFR operations at Manila Airport, Manila, UT.

##### **History**

The FAA published an NPRM for Docket No. FAA–2025–2433 in the **Federal Register** (90 FR 45678; September 23, 2025), proposing to establish Class E airspace at Manila Airport, Manila, UT. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Three comments were received. Two comments were in favor of the proposal. The third comment was not germane; although the commentor addressed the rulemaking process, they commented on the docket as if it were a final rule, specifically referring to the action as such, instead of a proposed action. As such, the deficiencies claimed by the commentor were inaccurate given the actual stage of rulemaking. The FAA has confirmed that all regulatory requirements for this action have been satisfied.

##### **Incorporation by Reference**

Class E airspace areas 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 7400.11K, dated August 4, 2025, and effective September 15, 2025. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

##### **The Rule**

This action amends 14 CFR part 71 by establishing Class E airspace extending upward from 700 feet above the surface at Manila Airport, Manila, UT, to support the airport’s transition to IFR service by providing containment for

the Area Navigation (RNAV) (Global Positioning System [GPS]) Runway (RWY) 25 approach procedure and two obstacle departure procedures.

To fully contain the procedures developed for Manila Airport, a semi-circle of Class E airspace is established to encompass the airport from the west, clockwise to the east. The airspace portion to the west extends to the airport’s 4.8-mile radius, and the north-through-eastern portion extends to the airport’s 6-mile radius to contain departing IFR aircraft until reaching 1,200 feet above the surface and arriving IFR aircraft below 1,500 feet above the surface while executing the RNAV (GPS) RWY 25 missed approach procedure. Lastly, a 13.6-mile extension is established to the east to contain arriving IFR aircraft below 1,500 feet above the surface while executing the RNAV (GPS) RWY 25 approach procedure.

Transitional Class E airspace extending upward from 1,200 feet is not necessary at Manila Airport, as the Wasatch and Cherokee Class E Domestic En Route Airspace Areas provide necessary containment.

##### **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 1050.1G, FAA National Environmental Policy Act Implementing Procedures, paragraph B–2.5(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.