

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, and
- (2) Will not affect intrastate aviation in Alaska.

#### 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 2020–24–08, Amendment 39–21338 (85 FR 82302, December 18, 2020); and
  - b. Adding the following new airworthiness directive:

**2026–10–06 Rolls-Royce Deutschland Ltd & Co KG:** Amendment 39–23346; Docket No. FAA–2026–4635; Project Identifier MCAI–2025–00213–E.

#### (a) Effective Date

This airworthiness directive (AD) is effective June 12, 2026.

#### (b) Affected ADs

This AD replaces AD 2020–24–08, Amendment 39–21338 (85 FR 82302, December 18, 2020).

#### (c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) Model RB211 Trent 768–60, 772–60, and 772B–60 engines as identified in European Union Aviation Safety Agency (EASA) 2018–0291R1, dated February 24, 2025 [EASA AD 2018–0291R1].

#### (d) Subject

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

#### (e) Unsafe Condition

This AD was prompted by a manufacturer determination that high-pressure turbine (HPT) blades on certain RRD Model RB211 Trent 700 engines have been subject to high levels of corrosion fatigue. The FAA is issuing this AD to prevent failure of the HPT

blades. The unsafe condition, if not addressed, could result in blade failure with increased risk of high-energy debris release, which could result in damage to the airplane and reduced control 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, EASA AD 2018–0291R1.

#### (h) Exceptions to EASA AD 2018–0291R1

(1) Where EASA AD 2018–0291R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt the “Remarks” paragraph of EASA AD 2018–0291R1.

#### (i) 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 (j) 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.

#### (j) Additional Information

For more information about this AD, contact Daiyun Fang, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (206) 910–0063; email: [daiyun.fang@faa.gov](mailto:daiyun.fang@faa.gov).

#### (k) 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) 2018–0291R1, dated February 24, 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](mailto:ADs@easa.europa.eu); website: [easa.europa.eu](http://easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(4) You may view this material 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.

(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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on May 8, 2026.

**Lona C. Saccomando,**

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

[FR Doc. 2026–10594 Filed 5–27–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2026–0020; Project Identifier AD–2025–01374–A; Amendment 39–23342; AD 2026–10–02]

**RIN 2120–AA64**

#### Airworthiness Directives; Honda Aircraft Company LLC Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Honda Aircraft Company LLC (Honda) Model HA–420 airplanes. This AD was prompted by a report of tool damage to multiple locations on the interior fuselage skin fiber and the omission of certain service material from the Airworthiness Limitations Section (ALS) of the maintenance manual. This AD requires incorporating certain material into the ALS of the existing maintenance manual or instructions for continued airworthiness (ICA) and the existing maintenance or inspection program, as applicable. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective July 2, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of July 2, 2026.

#### ADDRESSES:

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA–2026–0020; 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.

*Material Incorporated by Reference:*

- For Honda material identified in this AD, contact Honda, 6430 Ballinger Road, Greensboro, NC 27410; phone: (336) 662-0246; website: *hondajet.com*.
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. 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-2026-0020.

**FOR FURTHER INFORMATION CONTACT:** Kelly Fichter, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5544; email: *ECB-COS@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 Honda Model HA-420 airplanes. The NPRM was published in the **Federal Register** on January 22, 2026 (91 FR 2720). The NPRM was prompted by a report of tool damage to four locations on the interior fuselage skin fiber at the forward pressure

bulkhead ring angle and the omission of certain service material from the ALS of the maintenance manual. The unsafe condition, if not addressed, could cause crack propagation in the skin and result in a pressurization leak and loss of pressurization.

In the NPRM, the FAA proposed to require incorporating certain material into the ALS of the existing maintenance manual or ICA and the existing maintenance or inspection program, as applicable.

**Discussion of Final Airworthiness Directive**

**Comments**

The FAA received a comment from an anonymous commenter. The commenter supported the NPRM without change.

**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.

**Material Incorporated by Reference Under 1 CFR Part 51**

The FAA reviewed Honda Aircraft Company Mandatory Service Bulletin SB-420-53-009, dated April 26, 2023, which specifies serial numbers of affected airplanes, compliance times, and procedures for a visual inspection for defect conditions such as impact damage, burrs, gouges, disbonding, blistering, and discoloration due to heat damage and other surface irregularities. This material also specifies procedures for an ultrasonic inspection of the fuselage skin for damage (local notches, cracks), and repair. 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.

**Costs of Compliance**

The FAA estimates that this AD affects 218 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**

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:

**2026-10-02 Honda Aircraft Company LLC:** Amendment 39-23342; Docket No. FAA-2026-0020; Project Identifier AD-2025-01374-A.

**(a) Effective Date**

This airworthiness directive (AD) is effective July 2, 2026.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Honda Aircraft Company LLC (Honda) Model HA-420 airplanes, serial numbers 42000012 through 42000230, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)  
Code 5330, Fuselage Main, Plate/Skin.

**(e) Unsafe Condition**

This AD was prompted by a report of tool damage to multiple locations on the interior fuselage skin fiber at the forward pressure bulkhead ring angle and the omission of certain service material from the Airworthiness Limitations Section (ALS) of the maintenance manual. The FAA is issuing this AD to detect and address tool damage to the interior fuselage skin fiber at the forward pressure bulkhead ring angle. The unsafe condition, if not addressed, could cause crack propagation in the skin and result in a pressurization leak and loss of pressurization.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 30 days after the effective date of this AD, revise the ALS of the existing maintenance manual or instructions for continued airworthiness and your existing approved maintenance or inspection program, as applicable, by incorporating the information specified in Honda Aircraft Company Mandatory Service Bulletin SB-420-53-009, dated April 26, 2023.

(2) The initial compliance time for accomplishing the actions specified in Honda Aircraft Company Mandatory Service Bulletin SB-420-53-009, dated April 26, 2023, is before accumulating 6,000 total flights or within 30 days after the effective date of this AD, whichever occurs later.

**(h) Provisions for Alternative Actions and Intervals**

After the action required by paragraph (g) of this AD has been done, no alternative actions and associated thresholds and intervals, including life limits, are allowed unless approved as an alternative method of compliance in accordance with the procedures specified in paragraph (i)(1) of this AD.

**(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, East Certification 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 East Certification Branch, send it to the attention of the person identified in paragraph (j) 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.

**(j) Additional Information**

For more information about this AD, contact Kelly Fichter, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5544; email: [ECB-COS@faa.gov](mailto:ECB-COS@faa.gov).

**(k) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference 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) Honda Aircraft Company Mandatory Service Bulletin SB-420-53-009, dated April 26, 2023.

(ii) [Reserved]

(3) For Honda material identified in this AD, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, NC 27410; phone: (336) 662-0246; website: [hondajet.com](http://hondajet.com).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. 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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on May 6, 2026.

**Steven W. Thompson,**

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

[FR Doc. 2026-10606 Filed 5-27-26; 8:45 am]

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**DEPARTMENT OF ENERGY**

**Federal Energy Regulatory Commission**

**18 CFR Part 284**

**[Docket No. RM96-1-044; Order No. 587-AB]**

**Standards for Business Practices of Interstate Natural Gas Pipelines**

**AGENCY:** Federal Energy Regulatory Commission.

**ACTION:** Final rule.

**SUMMARY:** The Federal Energy Regulatory Commission amends its regulations to incorporate by reference, as mandatory enforceable requirements, revisions to three of the Version 4.0 Standards for Business Practices of Interstate Natural Gas Pipelines adopted by the Wholesale Gas Quadrant (WGQ) of the North American Energy Standards Board (NAESB). These revisions are designed to streamline the process for accessing publicly available gas-electric coordination data during extreme cold weather or emergency events.

**DATES:**

*Effective date:* This rule is effective July 27, 2026.

*Incorporation by reference:* The incorporation by reference of certain publications listed in this rule is approved by the Director of the Federal Register as of July 27, 2026. The incorporation by reference of certain other material listed in the rule was approved by the Director of the Federal Register as of February 7, 2025.

*Compliance date:* Compliance filings required by this final rule are due on September 1, 2026. Compliance with the standards incorporated by reference in this rule is required by January 1, 2027.

**FOR FURTHER INFORMATION CONTACT:**

Jerry Chiang (Technical Issues), Office of Technical Reporting and Economics, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, (202) 502-8786, [jerry.chiang@ferc.gov](mailto:jerry.chiang@ferc.gov).

Matthew Roy (Technical Issues), Office of Energy Market Regulation, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, (202) 502-6520, [matthew.roy@ferc.gov](mailto:matthew.roy@ferc.gov).

Yaisa Strickland (Legal Issues), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, (202) 502-6244, [yaisa.strickland@ferc.gov](mailto:yaisa.strickland@ferc.gov).

**SUPPLEMENTARY INFORMATION:**

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