

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

(i) European Union Aviation Safety Agency (EASA) AD 2025–0209, dated September 24, 2025.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(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 June 4, 2026.

Brian Knaup,

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

[FR Doc. 2026–11511 Filed 6–8–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–2715; Project Identifier MCAI–2025–01779–A; Amendment 39–23371; AD 2026–12–01]

RIN 2120–AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Pilatus Aircraft Ltd. (Pilatus) Model PC–12/47E airplanes. This AD was prompted by a report of the stall warning protection system (SWPS) engaging when not appropriate. This AD requires updating operational software and incorporating a pilot’s operating handbook (POH) temporary revision (TR). This AD also prohibits the installation of affected software. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective July 14, 2026.

The Director of the Federal Register approved the incorporation by reference

of a certain publication listed in this AD as of July 14, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA–2026–2715; 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, 1100 Main, Kansas City, MO 64105. 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–2026–2715.

FOR FURTHER INFORMATION CONTACT:

Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: doug.rudolph@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 Pilatus Model PC–12/47E airplanes. The NPRM was published in the **Federal Register** on March 19, 2026 (91 FR 13240). The NPRM was prompted by AD 2025–0271, dated December 2, 2025 (EASA AD 2025–0271) (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 during a test flight on a Pilatus Model PC–12/47E airplane in which the airplane flew specific maneuvers where gravitational loads (g-loads) were close to 0 g, during landing with flaps at 40 degrees, the SWPS triggered at a higher-than-expected airspeed, including the aural warning, stick shaker, and stick pusher. This same software is on the

delivered airplanes that are affected by this AD. This condition, if not addressed, could result in reduced safety margins of the airplane, increased pilot workload, and reduced control of the airplane.

In the NPRM, the FAA proposed to require updating operational software and incorporating a POH TR. The NPRM also proposed to prohibit the installation of affected software, as specified in EASA AD 2025–0271. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA–2026–2715.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

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. This AD is adopted as proposed in the NPRM.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0271, which specifies procedures for updating the Honeywell Primus APEX operational software, and for incorporating Pilatus PC–12/47E POH TR No. 32 into the POH. EASA AD 2025–0271 also allows for the incorporation of a later POH revision that includes the same POH amendment content and prohibits the installation of affected software. 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 265 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
Update software	3 work-hours × \$85 per hour = \$255	\$0	\$255	\$67,575
Revise POH	1 work-hour × \$85 per hour = \$85	0	85	22,525

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

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:

2026–12–01 Pilatus Aircraft Ltd.:
Amendment 39–23371; Docket No. FAA–2026–2715; Project Identifier MCAI–2025–01779–A.

(a) Effective Date

This airworthiness directive (AD) is effective July 14, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC–12/47E airplanes, manufacturer serial numbers 1720 and 2001 through 2476, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 4500, Central Maint., Computer.

(e) Unsafe Condition

This AD was prompted by a report of the stall warning protection system (SWPS) engaging when not appropriate. The FAA is issuing this AD to ensure the update of the certified operational software and prevent the inappropriate activation of the SWPS. The unsafe condition, if not addressed, could result in reduced safety margins of the airplane, increased pilot workload, and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2025–0271, dated December 2, 2025 (EASA AD 2025–0271).

(2) The owner/operator (pilot) holding at least a private pilot certificate may revise the existing pilot's operating handbook (POH) for the airplane and must enter compliance with this requirement into the aircraft records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Exceptions to EASA AD 2025–0271

(1) Where EASA AD 2025–0271 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (4) of EASA AD 2025–0271 specifies to "Implement the instructions of the POH TR as required by paragraph (4.1) or (4.2) of this AD, as applicable", this AD requires replacing that text with "revise the Emergency Procedures section and Airplane and Systems Description section of the existing POH for the airplane by inserting a copy of the POH TR [Temporary Revision] as defined in EASA AD 2025–0271".

(3) This AD does not adopt the "Remarks" section of EASA AD 2025–0271.

(i) No Reporting Requirement

Although the service material referenced in EASA AD 2025–0271 specifies to submit certain information to the manufacturer, this AD does not include those requirements.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation 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 International Validation 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 responsible flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: doug.rudolph@faa.gov.

(l) 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) European Union Aviation Safety Agency (EASA) AD 2025–0271, dated December 2, 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 the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. 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 June 2, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–11528 Filed 6–8–26; 8:45 am]

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DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Parts 1300, 1301, and 1306

[Docket No. DEA–499]

RIN 1117–AB55

Implementation of the Substance Use-Disorder Prevention That Promotes Opioid Recovery and Treatment for Patients and Communities Act of 2018: Dispensing and Administering Controlled Substances for Medication-Assisted Treatment

AGENCY: Drug Enforcement Administration, Department of Justice.
ACTION: Final rule.

SUMMARY: The “Substance Use-Disorder Prevention that Promotes Opioid Recovery and Treatment for Patients and Communities Act of 2018 (the SUPPORT Act),” which became law on October 24, 2018, amended the Controlled Substances Act to expand the conditions a practitioner must meet to provide medication-assisted treatment for opioid use disorder and expand the options available for a physician to be considered a qualifying physician. The SUPPORT Act also allowed a pharmacy to deliver prescribed controlled substances to a practitioner’s registered location for the purpose of maintenance or detoxification treatment to be administered under certain conditions

by a practitioner. The Drug Enforcement Administration promulgated an interim final rule with request for comments in November 2020 to amend its regulations to make them consistent with the SUPPORT Act and implement its requirements. On December 29, 2022, the Restoring Hope for Mental Health and Well-Being Act of 2022 removed many of the statutory provisions of the SUPPORT Act. This final rule adopts the provisions of the interim final rule that are still applicable as final, with minor changes. In addition, this final rule implements the related provisions of the Restoring Hope for Mental Health and Well-Being Act of 2022.

DATES: This final rule is effective July 9, 2026.

FOR FURTHER INFORMATION CONTACT:

Heather E. Achbach, Regulatory Drafting and Policy Support Section (DPW) Diversion Control Division, Drug Enforcement Administration; Mailing Address: 8701 Morrisette Drive, Springfield, Virginia 22152; Telephone: (571) 776–3882.

SUPPLEMENTARY INFORMATION:

Legal Authority

Pertinent Provisions of the SUPPORT Act

The Controlled Substances Act (CSA), in 21 U.S.C 823(h),¹ has long mandated that practitioners who dispense narcotic drugs for maintenance or detoxification treatment must obtain an annual separate registration for that purpose² and has also provided exceptions to that requirement in a previous iteration. Congress has revised, and then removed, the exceptions over time. Previously, 21 U.S.C. 823(h)(2) set forth the conditions under which a practitioner could, without being separately registered as a Narcotic Treatment Program (NTP), dispense a narcotic drug in Schedule III, IV, or V for the purpose of maintenance treatment³ or detoxification treatment.⁴

¹ The language being discussed originally was codified at 21 U.S.C. 823(g). It was redesignated as 21 U.S.C. 823(h) by the Medical Marijuana and Cannabidiol Research Expansion Act, 117 Public Law 215 § 103 (2022).

² This requirement was incorporated into the CSA by the Narcotic Treatment Act of 1974 (NATA), 93 P.L. 281 § 3 (1974).

³ 21 U.S.C. 802(29) defines *maintenance treatment* as the dispensing, for a period in excess of twenty-one days, of a narcotic drug in the treatment of an individual for dependence upon heroin or other morphine-like drugs.

⁴ 21 U.S.C. 802(30) defines *detoxification treatment* as the dispensing, for a period not in excess of one hundred and eighty days, of a narcotic drug in decreasing doses to an individual in order to alleviate adverse physiological or psychological effects incident to withdrawal from the continuous or sustained use of a narcotic drug and as a method

of bringing the individual to a narcotic drug-free state within such period.

On October 24, 2018, the President signed the SUPPORT Act into law as Public Law 115–271. Sections 3201 and 3202 of the SUPPORT Act amended certain provisions of 21 U.S.C. 823(g)(2) [now 823(h)(2)].⁵ Section 3204 of the SUPPORT Act amended the Controlled Substances Act (CSA) by adding section 309A (21 U.S.C. 829a), which sets forth the conditions under which a pharmacy may deliver certain controlled substances to the prescribing practitioner or the practitioner administering the controlled substance (administering practitioner) for the purpose of maintenance or detoxification treatment. All of the changes to the CSA, from these sections of the SUPPORT Act, will be fully described below.

Restoring Hope for Mental Health and Well-Being Act of 2022

On December 29, 2022, the President signed the Restoring Hope for Mental Health and Well-Being Act of 2022 into law by way of the Consolidated Appropriations Act, 2023 (hereinafter Omnibus), as title I of Division FF of Public Law 117–328. Section 1262 of the Omnibus amended the CSA by striking section 303(h)(2) (21 U.S.C. 823(h)(2)) in its entirety and striking parts of 303(h)(1) (21 U.S.C. 823(h)(1)), eliminating the DATA-waiver program.⁶ Additionally, Section 1263 of the Omnibus added paragraph (m) to section 303 (21 U.S.C. 823), implementing a one-time training requirement for prescribers of controlled

of bringing the individual to a narcotic drug-free state within such period.

⁵ DEA notes that the SUPPORT for Patients and Communities Reauthorization Act of 2025 (Pub. L. 119–44) became law on December 1, 2025, which includes an additional flexibility to allow delivery of a controlled substance by a pharmacy to a practitioner. This provision will be implemented in a future rulemaking.

⁶ On October 17, 2000, Congress passed the Drug Addiction Treatment Act of 2000 (DATA), amending the CSA to establish “waiver authority for physicians who dispense or prescribe certain narcotic drugs for maintenance treatment or detoxification treatment.” Public Law 106–310, title XXXV; 114 Stat. 1222. Prior to DATA, the CSA and DEA regulations required practitioners who wanted to conduct maintenance or detoxification treatment using any narcotic controlled drugs to be registered as a Narcotic Treatment Program (NTP) in addition to the practitioner’s personal registration. Hence, the term “DATA-waiver program” is used to describe the process by which individual practitioners (physicians, nurse practitioners, physician assistants, clinical nurse specialists, certified registered nurse anesthetists, and certified nurse midwives) would receive an identification number from DEA, and be exempt from the requirement for separate registration to dispense or prescribe schedule III, IV, or V narcotic controlled drugs approved by the Food and Drug Administration specifically for use in maintenance or detoxification treatment.