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PART 550—PAY ADMINISTRATION (GENERAL)

■ 3. The authority citation for subpart I of part 550 continues to read as follows:

Authority: 5 U.S.C. 5545(d), 5548(b).

■ 4. In § 550.904, add paragraph (f) to read as follows:

* * * * *

(f) The provisions of this section concerning payment of a hazard pay differential when a hazard or physical hardship is taken into account in the classification of an employee's position does not apply to an employee in an occupational series covering positions for which the primary duties involve the prevention, control, suppression, or management of wildland fire.

■ 5. In appendix A to subpart I of part 550—Schedule of Pay Differential

Authorized for Hazardous Duty Under Subpart I, amend the table by revising the "Firefighting" category in the Hazard Pay Differential to read as follows:

Appendix A to Subpart I of Part 550—Schedule of Pay Differentials Authorized for Hazardous Duty Under Subpart I

* * * * *

Duty		Rate of hazard pay differential (percent)	Effective date
Firefighting:			
(1) Forest and range fires. Participating as a member of a firefighting crew in fighting forest and range fires on the fireline.		25	First pay period beginning after July 1, 1969.
(2) Prescribed wildland fire operations. Participating as a member of a firefighting crew engaged in activities on the fireline directly involving the implementation and control of a prescribed wildland fire.		25	First pay period beginning on or after September 14, 2026.
(3) Equipment, installation, or building fires. Participating as an emergency member of a firefighting crew in fighting fires of equipment, installations, or buildings.		25	First pay period beginning after July 1, 1969.
(4) In-water under-pier firefighting operations. Participating in in-water under-pier firefighting operations (involving hazards beyond those normally encountered in firefighting on land, e.g., strong currents, cold water temperature).		25	Do.
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[FR Doc. 2026–16687 Filed 8–13–26; 8:45 am]
BILLING CODE 6325–39–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3878; Project Identifier MCAI–2025–00913–T; Amendment 39–23437; AD 2026–16–07]

RIN 2120–AA64

Airworthiness Directives; ATR–GIE Avions de Transport Régional Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2023–21–10, which applied to certain ATR–GIE Avions de Transport Régional Model ATR42–500 and ATR72–212A airplanes. AD 2023–21–10 required an inspection of the horizontal stabilizer (HS) left- and right-hand leading edge lateral ribs, the box in between, the center box upper panel, and HS forward back-up fitting for discrepancies and

applicable corrective action. Since the FAA issued AD 2023–21–10, it was determined that additional airplanes are affected and additional areas must be inspected. This AD continues to require the actions in AD 2023–21–10 and requires expanding the applicability and inspecting the HS front spar web and center box internal area for discrepancies and accomplishing applicable corrective actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 18, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of September 18, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–3878; 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; telephone +49 221 8999 000; email *ADs@easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*.

- For ATR–GIE Avions de Transport Régional material identified in this AD, contact ATR–GIE Avions de Transport Régional, 1 Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email *continued.airworthiness@atr.aircraft.com*; website *atr-aircraft.com*.

- 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. It is also available at *regulations.gov* under Docket No. FAA–2026–3878.

FOR FURTHER INFORMATION CONTACT:

Christopher Spencer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7332; email: *9-AVS-AIR-BACO-COS@faa.gov*.

SUPPLEMENTARY INFORMATION:**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2023–21–10, Amendment 39–22582 (88 FR 83820, December 1, 2023) (AD 2023–21–10). AD 2023–21–10 applied to certain ATR–GIE Avions de Transport Régional Model ATR42–500 and ATR72–212A airplanes. AD 2023–21–10 required an inspection of the HS affected areas (HS left-hand and right-hand leading edge lateral ribs, the box in between, the center box upper panel, and HS forward back-up fitting) for discrepancies and applicable corrective action. The FAA issued AD 2023–21–10 to address loose, missing, or incorrectly installed fasteners, composite delamination, and cracks in the HS. The unsafe condition, if not addressed, could result in reduced structural integrity of the airplane.

The NPRM was published in the **Federal Register** on May 4, 2026 (91 FR 23919). The NPRM was prompted by EASA AD 2025–0110, dated May 14, 2025 (EASA AD 2025–0110) (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 it has been determined that additional airplane serial numbers are affected and that the HS front spar web and center box internal area also needs to be inspected to address loose, missing, or incorrectly installed fasteners, composite delamination, and cracks in the HS.

In the NPRM, the FAA proposed to continue to require the actions in AD

2023–21–10 and require expanding the applicability and inspecting the HS front spar web and center box internal area for discrepancies and accomplishing applicable corrective actions, as specified in EASA AD 2025–0110. 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–2026–3878.

Discussion of Final Airworthiness Directive**Comments**

The FAA received a comment from the Air Line Pilots Association, International (ALPA) who 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

EASA AD 2025–0110 specifies procedures for a one-time detailed inspection of the HS left-hand and right-hand leading edge lateral ribs, the box in between the center box upper panel, HS forward back-up fitting, and the HS front spar web and center box internal area for discrepancies (*i.e.*, any loose, missing, or incorrectly installed fasteners, any composite delamination, and any cracked fittings); and applicable corrective actions. Corrective actions include contacting the manufacturer for repair instructions if any discrepancy is detected during any inspection.

The FAA also reviewed ATR Service Bulletin ATR42–55–0020, Revision 03, dated January 31, 2025; ATR Service Bulletin ATR72–55–1013, Revision 03, dated January 31, 2025; ATR Service Bulletin ATR42–55–0025, dated February 3, 2025; and ATR Service Bulletin ATR72–55–1018, dated February 3, 2025. This material identifies the affected airplane serial numbers.

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 16 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Retained actions from AD 2023–21–10	8 work-hours × \$85 per hour = \$680	\$0	\$680	\$10,880
New actions	14 work-hours × \$85 per hour = \$1,190	0	1,190	19,040

The FAA has received no definitive data on which to base the cost estimates for the on-condition repairs specified in this AD.

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:
- a. Removing Airworthiness Directive (AD) 2023–21–10, Amendment 39–22582 (88 FR 83820, December 1, 2023); and
 - b. Adding the following new AD:

2026–16–07 ATR–GIE Avions de Transport Régional: Amendment 39–23437; Docket No. FAA–2026–3878; Project Identifier MCAI–2025–00913–T.

(a) Effective Date

This airworthiness directive (AD) is effective September 18, 2026.

(b) Affected ADs

This AD replaces AD 2023–21–10, Amendment 39–22582 (88 FR 83820, December 1, 2023) (AD 2023–21–10).

(c) Applicability

This AD applies to ATR–GIE Avions de Transport Régional Model ATR42–500 and ATR72–212A airplanes, certificated in any category, as identified in ATR Service Bulletin ATR42–55–0020, Revision 03, dated January 31, 2025; ATR Service Bulletin ATR72–55–1013, Revision 03, dated January 31, 2025; ATR Service Bulletin ATR42–55–0025, dated February 3, 2025; or ATR Service Bulletin ATR72–55–1018, dated February 3, 2025; as applicable.

(d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers.

(e) Unsafe Condition

This AD was prompted by reports of loose fasteners and cracks in the horizontal stabilizer (HS) left- and right-hand leading edge lateral ribs, the box in between, the center box upper panel, and HS forward back-up fitting. This AD was also prompted by a determination that additional airplanes are affected by the unsafe condition, and that the HS front spar web and center box internal area also need to be inspected. The FAA is issuing this AD to address loose, missing, or incorrectly installed fasteners, composite delamination, and cracks in the HS. The unsafe condition, if not addressed, could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Requirements

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 2025–0110, dated May 14, 2025 (EASA AD 2025–0110).

(h) Exceptions to EASA AD 2025–0110

(1) Where the Groups definition for Group 3 airplanes in EASA AD 2025–0110 refers to “the SB2”, this AD requires replacing this text with “ATR Service Bulletin ATR42–55–0025, dated February 3, 2025; or ATR Service Bulletin ATR72–55–1018, dated February 3, 2025; as applicable”.

(2) Where EASA AD 2025–0110 refers to “06 July 2023 [the effective date of EASA AD 2023–0125],” this AD requires using January 5, 2024 (the effective date of AD 2023–21–10).

(3) Where EASA AD 2025–0110 refers to its effective date, this AD requires using the effective date of this AD.

(4) Where paragraph (2) of EASA AD 2025–0110 specifies if “any discrepancy as defined in the SB1 or the SB2, as applicable, is detected, before next flight, contact ATR for approved repair instructions and, within the compliance time identified therein, accomplish those instructions accordingly. If no compliance time for the repair is identified in those instructions, accomplish those instructions before next flight.”, this AD requires replacing that text with “any discrepancy other than cracking is detected, before next flight, contact ATR for approved repair instructions and, within the compliance time identified therein, accomplish those instructions accordingly, except if no compliance time for the repair is identified in those instructions, accomplish those instructions before next flight; and if any crack is detected, the crack must be repaired before further flight using a method approved by the Manager, International Validation Branch, FAA; or EASA; or ATR–GIE Avions de Transport Régional’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.”

(5) This AD does not adopt the “Remarks” section of EASA AD 2025–0110.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025–0110 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* 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 responsible Flight Standards 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. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or ATR–GIE Avions de Transport Régional’s EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Additional Information

For more information about this AD, contact Christopher Spencer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7332; email: 9-AVS-AIR-BACO-COS@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 this AD specifies otherwise.

(i) ATR Service Bulletin ATR42–55–0020, Revision 03, dated January 31, 2025.

(ii) ATR Service Bulletin ATR42–55–0025, dated February 3, 2025.

(iii) ATR Service Bulletin ATR72–55–1013, Revision 03, dated January 31, 2025.

(iv) ATR Service Bulletin ATR72–55–1018, dated February 3, 2025.

(v) European Union Aviation Safety Agency (EASA) AD 2025–0110, dated May 14, 2025.

(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) For ATR–GIE Avions de Transport Régional material identified in this AD, contact ATR–GIE Avions de Transport Régional, 1 Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr.aircraft.com; website atr-aircraft.com.

(5) 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.

(6) 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 July 30, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-16657 Filed 8-13-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-7238; Project Identifier MCAI-2026-00764-E; Amendment 39-23443; AD 2026-16-13]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney Canada Corp. Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2026-13-09, which applied to all Pratt & Whitney Canada Corp. (P&WC) Model PW210A, PW210A1, and PW210S engines. AD 2026-13-09 required repetitive visual inspections of the turbine exhaust frame for cracks and, depending on the results of the inspections, replacement of the turbine exhaust frame. Since the FAA issued AD 2026-13-09, a manufacturer's analysis revealed that turbine exhaust frames manufactured from a certain material were less durable and more susceptible to developing cracks under thermal stress. This AD requires repetitive visual inspections of the turbine exhaust frame for cracks at different initial inspection thresholds than required by AD 2026-13-09 based on the material used during manufacture and, depending on the results of the inspections, replacement of the turbine exhaust frame. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 31, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 31, 2026.

The FAA must receive comments on this AD by September 28, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- *Fax:* (202) 493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-7238; 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 street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, Canada; phone: (888) 663-3639; email: tc.airworthinessdirectives-consignesdenavigabilite.tc@tc.gc.ca. You may find the Transport Canada material on the Transport Canada website at tc.canada.ca/en/aviation.

- 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. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-7238.

FOR FURTHER INFORMATION CONTACT:

Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7146; email: barbara.caufield@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include "Docket No. FAA-2026-7238; Project Identifier MCAI-2026-00764-E" at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the

following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this AD contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2026-13-09, Amendment 39-23391 (91 FR 38991, June 29, 2026) (AD 2026-13-09), for all P&WC Model PW210A, PW210A1, and PW210S engines. AD 2026-13-09 was prompted by an Emergency AD originated by Transport Canada, which is the aviation authority for Canada. Transport Canada issued Transport Canada Emergency AD CF-2026-23, dated May 29, 2026 (Transport Canada Emergency AD CF-2026-23) to correct an unsafe condition identified as circumferential cracks found at the turbine exhaust frame external surface caused by thermal stress from engine starts. AD 2026-13-09 required repetitive visual inspections of the turbine exhaust frame for cracks and, depending on the results of the inspections, replacement of the turbine exhaust frame. The FAA issued AD 2026-13-09 to prevent failure of the turbine exhaust frame, which could lead to loss of axial containment, release of parts, and damage to the helicopter.