

(i) A piston pin that does not have P/N LW-13445.

(ii) A piston pin having P/N LW-13445 with an FAA Form 8130-3 from the original equipment manufacturer for production that is not dated between January 7, 2021 to December 15, 2025.

(2) For the purpose of this AD, an "affected piston pin" is a piston pin having P/N LW-13445 and one of the following:

(i) An FAA Form 8130-3 from the original equipment manufacturer for production dated between January 7, 2021 to December 15, 2025.

(ii) An FAA Form 8130-3 from the original equipment manufacturer for which the production date on the Form 8130-3 cannot be determined.

(iii) An FAA Form 8130-3 that is not available.

(h) Required Actions

(1) For all affected engines, perform an oil change and visual inspection of the engine oil filter, oil pressure screen, and oil suction screen for metal particulates as follows:

Note 1 to paragraph (h)(1): Guidance for engine oil filter, oil pressure screen, and oil suction screen inspection instructions and identification of metallic solids may be found in Lycoming MSB No. 480F, dated May 25, 2017.

(i) For engines listed in Table 3 of Lycoming MSB 667A with greater than 150 total hours time-in-service (TIS) since installation of the affected piston pins: before further flight.

(ii) For all other affected engines: if an oil change has not been performed within the last 10 hours TIS, then within 5 hours TIS after the effective date of this AD.

(2) At the applicable compliance time required in paragraph (h)(2)(i), (ii), or (iii) of this AD, replace any affected piston pin with a part eligible for installation in accordance with the Required Action of Lycoming MSB 667A, as applicable to engine model.

(i) For engines where metal particulates were found during the oil change and inspection required by paragraph (h)(1)(i) or (ii) of this AD: before further flight.

(ii) For engines where metal particulates were not found during the oil change and inspection required by paragraph (h)(1)(i) or (ii) of this AD and with a serial number listed in Table 2 of Lycoming MSB 667A: at the next maintenance event requiring the removal of a cylinder assembly with an affected piston pin, or at the next engine overhaul not to exceed the time between overhaul specified in Lycoming Service Instruction No. 1009BE, dated April 24, 2020, whichever occurs first after the effective date of this AD.

(iii) For engines where metal particulates were not found during the oil change and inspection required by paragraph (h)(1)(i) or (ii) of this AD and with a serial number listed in Table 3 of Lycoming MSB 667A that have 150 hours total TIS or less since installation of the affected pins: within 25 hours TIS after the effective date of this AD but before or upon reaching 150 total hours TIS since installation of the affected piston pins.

(i) Installation Prohibition

After the effective date of this AD, do not install an affected piston pin as defined in paragraph (g)(2) of this AD, on any engine.

(j) No Return of Parts

Although the service material specifies returning certain parts to the manufacturer, this AD does not include those requirements.

(k) Special Flight Permits

(1) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 for the replacement requirements of this AD provided no metal particulates are found during the inspection required by this AD.

(2) Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed for the visual inspection of the engine oil filter, oil pressure screen, and oil suction screen for metal particulates requirement of this AD.

(l) Alternative Methods of Compliance (AMOCs)

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 (m)(1) 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 local flight standards district office/certificate holding district office.

(m) Additional Information

(1) For more information about this AD, contact Ramanpreet Singh, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (516) 228-7300; email: ECB-COS@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (n)(3) of this AD.

(n) 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) Lycoming Mandatory Service Bulletin No. 667A, dated March 12, 2026.

(ii) Lycoming Service Instruction No. 1009BE, dated April 24, 2020.

(3) For Lycoming material identified in this AD, contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701; phone: (800) 258-3279; website: lycoming.com/contact/knowledge-base/publications.

(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 or email fr.inspection@nara.gov.

Issued on August 21, 2026.

Paul R. Bernado,

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

[FR Doc. 2026-17584 Filed 8-26-26; 11:15 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-4640; Project Identifier MCAI-2024-00073-E; Amendment 39-23449; AD 2026-17-06]

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 adopting a new airworthiness directive (AD) for all Rolls-Royce Deutschland Ltd & Co KG (RRD) Model Trent7000-72 and Trent7000-72C engines. This AD was prompted by reports of engine in-flight shut-downs (IFSDs) caused by the premature failure of certain parts. This AD prohibits the installation of certain lubrication/scavenge pumps unless certain installation criteria are met. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 2, 2026.

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

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-4640; 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, 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 under Docket No. FAA-2026-4640.

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:**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all RRD Model Trent7000-72 and Trent7000-72C engines. The NPRM was published in the **Federal Register** on May 20, 2026 (91 FR 29391). The NPRM was prompted by AD 2024-0029, dated January 29, 2024, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA AD 2024-0029) (also referred to as the MCAI). The MCAI states that there have been reports of engine IFSDs prompted by low oil pressure indications. An investigation revealed that these events were caused by early-life failure of the internal eccentric ring/gerotor in certain affected lubrication/scavenge oil pumps due to eccentric contact between the ring and gerotor causing wear on the components. To address this potential unsafe condition, the manufacturer published service material that provides installation criteria for the affected oil pumps.

In the NPRM, the FAA proposed to require prohibiting the installation of certain lubrication/scavenge pumps unless certain installation criteria are met. 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-2026-4640.

Discussion of Final Airworthiness Directive**Comments**

The FAA received comments from two commenters. Commenters included the Air Line Pilots Association, International (ALPA) and Delta Air Lines, Inc (DAL). ALPA supported the NPRM without change. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Prohibit Operation of an Engine With an Affected Part

DAL requested that the FAA revise paragraph (h)(2) of the proposed AD to prohibit the operation of an affected part unless the installation criteria defined in RRD Non-Modification Service Bulletin (NMSB) TRENT 1000 79-AK868, Revision 3, dated December 11, 2023 (RRD NMSB TRENT 1000 79-AK868, Revision 3) are met. DAL stated that two of the installation criteria defined in RRD NMSB TRENT 1000 79-AK868, Revision 3 require knowledge of the cycles since repair (CSR), cycles since overhaul (CSO), and cycles since new (CSN) of the oil pump on the opposite engine. DAL noted that during installation of an affected part on a spare engine or during an engine shop visit for maintenance, it is not always known which aircraft an engine will be installed on. DAL further noted that in such cases, it is impossible to determine the CSR, CSO, or CSN of the oil pump on the opposite engine, and the installation criteria defined in RRD NMSB TRENT 1000 79-AK868, Revision 3 cannot be complied with prior to pump installation.

The FAA disagrees with the request. The FAA infers that the intent of the request is to prohibit the operation of an engine having an affected part installed unless the installation criteria from RRD NMSB TRENT 1000 79-AK868, Revision 3, are met. The FAA clarifies that this operation prohibition is already required by the AD because 14 CFR 39.7 specifies that once an AD is issued, no person may operate a product to which the AD applies except in accordance with the requirements of that AD. The intent of this AD is to prevent the installation of affected parts unless they meet the installation criteria from RRD NMSB TRENT 1000 79-AK868, Revision 3. The FAA did not change this AD as a result of this comment.

Request To Remove Documentation Requirement

DAL requested that the FAA revise paragraph (h) of the proposed AD to state that documentation of the

accomplishment of RRD NMSB TRENT 79-AK868, Revision 3, is not required. Delta noted that RRD NMSB TRENT 79-AK868, Revision 3, requires operators to record accomplishment of the completed work in the engine logbook. DAL further noted that they do not use engine logbooks to document engine maintenance performed while the engine is installed on an airplane and should be permitted to incorporate the installation criteria into the DAL Continued Airworthiness Maintenance Program instead. DAL stated that requiring a logbook entry creates unnecessary administrative burden to operators.

The FAA agrees to clarify. An operator may record the accomplishment of RRD NMSB TRENT 79-AK868, Revision 3, in a document or system other than an engine logbook, or an equivalent record, including their continuing airworthiness maintenance program. The FAA did not change this AD as a result of this comment.

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 2024-0029, which specifies installation criteria for affected oil pumps each time an affected part is installed or reinstalled on an engine. 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 98 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
Verify installation criteria before each pump installation ...	.50 work-hours × \$85 per hour = \$42.50.	\$0	\$42.50	\$4,165

The FAA estimates the following costs to do any necessary screening tests that would be required based on the

results of the installation criteria verification. The agency has no way of

determining the number of engines that might need these screening tests:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Perform oil pump screening test	4 work-hours × \$85 per hour = \$340	\$0	\$340

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:

2026–17–06 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39–23449; Docket No.FAA–2026–4640; Project Identifier MCAI–2024–00073–E.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce Deutschland Ltd & Co KG Model Trent7000–72 and Trent7000–72C engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7261, Turbine Engine Oil System.

(e) Unsafe Condition

This AD was prompted by reports of engine in-flight shut-downs (IFSDs) due to low oil pressure indications, which were caused by the early-life failure of the internal eccentric ring/gerotor. The FAA is issuing this AD to require certain installation criteria

be met for affected oil pumps prior to installation or reinstallation on an engine. The unsafe condition, if not addressed, could result in failure of the affected oil pump, and engine IFSD with consequent reduced control or loss of 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, European Union Aviation Safety Agency AD 2024–0029, dated January 29, 2024 (EASA AD 2024–0029).

(h) Exceptions to EASA AD 2024–0029

(1) Where EASA AD 2024–0029 requires compliance from its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2024–0029 states “From the effective date of this AD, it is allowed to install an affected part on any engine, or an engine equipped with an affected part on any airplane, provided that, prior to installation, it is determined that the installation criteria defined in the NMSB are met”, this AD requires replacing that text with “From the effective date of this AD, do not install an affected part unless the installation criteria defined in the NMSB are met”.

(3) This AD does not adopt the “Remarks” paragraph of EASA AD 2024–0029.

(i) Alternative Methods of Compliance (AMOCs)

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, 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. 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 Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7146; email: barbara.caufield@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) AD 2024-0029, dated January 29, 2024.

(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, 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 August 19, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026-17582 Filed 8-27-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE

Bureau of Industry and Security

15 CFR Parts 740, 744, and 774

[Docket No. 260723-0178]

RIN 0694-AK30

Streamlining Export Controls for Drone Exports

Correction

In rule document 2026-16628, appearing on pages 52501 through 52508, in the issue of Friday, August 14, 2026, make the following correction:

Supplement No. 1 to Part 774 [Corrected]

■ On page 52507, in Supplement No. 1 to Part 774, in the third column, on the 14th line from the top, “List of Items Controlled[MISSING]” should read “List of Items Controlled”.

[FR Doc. C1-2026-16628 Filed 8-27-26; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice: 13088]

22 CFR Parts 120 and 121

RIN 1400-AG17

International Traffic in Arms Regulations: Modification of Civil Aircraft To Incorporate Aircraft Survivability Equipment

AGENCY: Department of State.

ACTION: Interim final rule; request for comments.

SUMMARY: The Department of State (the Department) amends the International Traffic in Arms Regulations (ITAR) to remove from the U.S. Munitions List (USML) certain aircraft that have been modified to incorporate aircraft survivability equipment (ASE) and to exclude from the ITAR certain activities that would otherwise meet the definition of reexport or temporary import of ASE incorporated into such aircraft.

DATES:

Effective date: This rule is effective October 13, 2026.

Comment due date: Send comments on or before September 28, 2026.

ADDRESSES: Interested parties may submit comments to the Department of State by any of the following methods:

- Visit the [Regulations.gov](https://www.regulations.gov) website at <https://www.regulations.gov> and search for the docket number [DOS-2026-0892].

- Email: DDTCPublicComments@state.gov. Commenting parties must include RIN 1400-AG17 in the subject line of the email message.

See **SUPPLEMENTARY INFORMATION** for other information about electronic filing.

FOR FURTHER INFORMATION CONTACT: Mr. Chris Weil, Office of Defense Trade Controls Policy, Department of State, email DDTCCustomerService@state.gov
SUBJECT: Aircraft Survivability Equipment—RIN 1400-AG17.

SUPPLEMENTARY INFORMATION: The Department of State’s Directorate of Defense Trade Controls (DDTC)

administers the ITAR (22 CFR parts 120 through 130) to, among other things, regulate the export, reexport, retransfer, and temporary import of defense articles and defense services described on the USML at ITAR § 121.1. Items not subject to the ITAR or to the exclusive licensing jurisdiction of any other department or agency of the U.S. Government are subject to the Export Administration Regulations (EAR; 15 CFR parts 730 through 774), which include the Commerce Control List (CCL) in Supplement No. 1 to part 774. The EAR is administered by the Bureau of Industry and Security (BIS), U.S. Department of Commerce. This rule does not modify the list of defense articles and defense services controlled for purposes of permanent import by the Attorney General, as enumerated on the U.S. Munitions Import List (USML) at 27 CFR 447.21.

Section 38 of the Arms Export Control Act (AECA) (22 U.S.C. 2778), the authority from which the ITAR is derived, requires periodic review to determine what articles and services, if any, no longer warrant designation on the USML at ITAR § 121.1. In maintaining the USML, DDTC’s Office of Defense Trade Controls Policy (DTCP) identifies articles and services for review for addition to or removal from the USML, or for clarification on how they are described on the USML, through a variety of methods, including public feedback and interagency consultations, commodity jurisdiction reviews, advisory opinions, and technology monitoring. The Department maintains the USML such that it comprises those defense articles or defense services that provide a critical military or intelligence advantage or, in the case of weapons, have an inherently military function. The Department, informed by consultations with its interagency partners, determined that those articles and services this rule removes from the USML no longer warrant ITAR control. Additionally, the Department has long used its delegated authority under the AECA to define which events are controlled as exports, reexports, retransfers, and temporary imports.

For the purposes of this rule the Department refers to civil aircraft that are subsequently modified to incorporate certain aircraft survivability equipment (ASE) as survivability-enhanced aircraft. ASE is a term generally used to refer to systems and equipment designed to reduce an aircraft’s susceptibility and vulnerability to manufactured threats by detecting, alerting on, and mitigating threats. For purposes of this preamble,