

Authority: 7 U.S.C. 1633, 7701–7772, and 7781–7786; 21 U.S.C. 136 and 136a; 7 CFR 2.22, 2.80, and 371.3.

■ 2. Amend § 319.74–1 by adding, in alphabetical order, definitions for *Quarantine pest* and *USDA Agricultural Commodity Import Requirements database* to read as follows:

§ 319.74–1 Definitions.

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Quarantine pest. A pest of potential economic importance to the area endangered by it and not yet present there, or present but not widely distributed there and being officially controlled.

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USDA Agricultural Commodity Import Requirements database. The database that contains restrictions on the importation of specific types of cut flowers, as provided in § 319.74–2, and other information about the importation of cut flowers as provided in this subpart. The database is available on the internet at <https://acir.aphis.usda.gov/s/>. Hard copies of commodity import requirements may be obtained by calling (301) 851–2046 or (877) 770–5990 (toll-free automated system), by emailing acirdatabase.comments@usda.gov, or by submitting a request to the United States Department of Agriculture’s Animal and Plant Health Inspection Service, Attention: PPQ–PEIP–IRM–ISMU, 5601 Sunnyside Ave, Beltsville, MD 20740. Written requests for the database information should be marked as such.

■ 3. Amend § 319.74–2 by:

- a. Revising paragraphs (c) and (d);
- b. Redesignating paragraphs (e) and (f) as paragraphs (f) and (g), respectively;
- c. Adding a new paragraph (e);
- d. In newly redesignated paragraph (f), in the first sentence, removing the words “under this part” and adding, in their place, the words “in accordance with this part”; and
- e. Revising the OMB citation at the end of the section.

The revisions and addition read as follows:

§ 319.74–2 Conditions governing the entry of cut flowers.

* * * * *

(c) *Location of additional requirements for the importation of specific cut flowers.* In addition to any other general conditions for importation in this section, APHIS may impose additional restrictions on the importation of specific types of cut flowers in order to effectively mitigate the risk of introducing quarantine pests into the United States. For the taxa of cut flowers whose importation is subject to additional restrictions, and the

specific restrictions that apply to the importation of those cut flowers, consult the USDA Agricultural Commodity Import Requirements database.

(d) *Process for adding, changing, or removing restrictions.* Restrictions on the importation of specific types of cut flowers will be changed through the following processes:

(1) *Process for removing or relaxing restrictions.* (i) If APHIS determines that the requirements for the importation of a specific type of cut flower are no longer necessary to reasonably mitigate the pest risk posed by the cut flower, APHIS will publish a notice in the **Federal Register** proposing to revise the requirements for the importation of the cut flower. The notice will also make the new pest risk documentation on which these proposed requirements are based available for public comment. The notice will allow for at least 60 days of public comment.

(ii) APHIS will issue a second notice after the close of the public comment period on the notice described in paragraph (d)(1)(i) of this section. This notice will inform the public of APHIS’ decision whether to remove or relax requirements for the importation of the cut flower, and it will respond to any comments received on the initial notice.

(2) *Process for adding restrictions.* (i) If APHIS determines that the requirements for the importation of a specific type of cut flower are no longer sufficient to reasonably mitigate the pest risk posed by the cut flower, APHIS will prohibit or further restrict importation of the cut flower. APHIS will also publish a notice in the **Federal Register** advising the public of its finding. The notice will specify the amended importation requirements, provide an effective date for the change, and will invite public comment on the subject. The notice will allow for at least 60 days of public comment.

(ii) APHIS will issue a second notice after the close of the public comment period on the notice described in paragraph (d)(2)(i) of this section. This notice will inform the public of APHIS’ decision whether to add requirements for the importation of the cut flower, and it will respond to any comments received on the initial notice.

(e) *Previously imposed restrictions on the importation of specific types of cut flowers.* Types of cut flowers whose importation was subject to specific restrictions as of November 9, 2026, will continue to be subject to those restrictions, except as changed in accordance with the process specified in paragraph (d) of this section. The restrictions are found in the USDA

Agricultural Commodity Import Requirements database.

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(Approved by the Office of Management and Budget under control number 0579–0049)

Done in Washington, DC, this 29th day of September 2026.

Kelly Moore,

Administrator, Animal and Plant Health Inspection Service.

[FR Doc. 2026–20630 Filed 10–7–26; 8:45 am]

BILLING CODE 3410–34–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–11801; Project Identifier AD–2026–00946–E; Amendment 39–23485; AD 2026–20–12]

RIN 2120–AA64

Airworthiness Directives; Engine Alliance Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Engine Alliance (EA) Model GP7270, GP7272, and GP7277 engines. This AD was prompted by a report of an aborted takeoff that resulted from an uncontained failure of the high-pressure turbine (HPT) interstage seal. This AD requires removal from service and replacement of the HPT interstage seal with a part eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 23, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 23, 2026.

The FAA must receive comments on this AD by November 23, 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–2026–11801; 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 street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For EA material identified in this AD, contact Engine Alliance, 411 Silver Lane, East Hartford, CT 06118; phone: (800) 565–0140; email: help24@pw.utc.com; website: engineallianceportal.com.

- 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–2026–11801.

FOR FURTHER INFORMATION CONTACT: Molly Sturgis, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (562) 627–5373; email: molly.a.sturgis@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–2026–11801; Project Identifier AD–2026–00946–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 Molly Sturgis, 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 received a report that an Airbus Model A380 airplane equipped with EA Model GP7270 engines experienced an uncontained failure of the HPT interstage seal that resulted in an engine shutdown and aborted takeoff. A manufacturer investigation determined that cracking most likely initiated at the clocking keys between the HPT interstage seal and the HPT stage-1 disk aft shaft. Although the root cause is still under investigation, HPT interstage mid-seal clocking has been identified as a contributing factor for the failure, and the manufacturer has noted that clocking is greater on HPT interstage seals that have been reassembled at overhaul. As a result, the FAA has determined that it is necessary to require removal of the 15 HPT interstage seals with the highest cycles since overhaul. This condition, if not addressed, could result in an engine fire and damage to the airplane. The FAA is issuing this AD to address the unsafe condition on these products.

FAA’s Determination

The FAA is issuing this AD because the agency determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EA Alert Service Bulletin EAGP7–A72–479, dated September 4, 2026, which specifies the affected engine serial numbers, affected HPT interstage seal part numbers, and procedures for removal from service and replacement of the HPT interstage seal. 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.

AD Requirements

This AD requires accomplishing the actions specified in the material described previously.

Interim Action

The FAA considers this AD to be an interim action. If final action is later identified, the FAA might consider further rulemaking at that time.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because uncontained failure of the HPT interstage seal has been reported with clocking of the HPT interstage seal as a contributing factor. Uncontained failure of the HPT interstage seal could result in an engine fire and damage to the airplane. The clocking was determined to be greater on HPT interstage seals that were re-assembled during overhaul, and the FAA has determined that certain affected engines will need to have the HPT interstage seals removed and replaced within 50 flight cycles or within 30 days after effective date of this AD, whichever occurs first, depending on the serial number. Additionally, the compliance time in this AD is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because FAA

has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 0 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
Replace HPT interstage seal	10 work-hours × \$85 per hour = \$850	\$527,300	\$528,150	\$0

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, 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 adding the following new airworthiness directive:
2026–20–12 Engine Alliance: Amendment 39–23485; Docket No. FAA–2026–11801; Project Identifier AD–2026–00946–E.

- (a) **Effective Date**
This airworthiness directive (AD) is effective October 23, 2026.
- (b) **Affected ADs**
None.
- (c) **Applicability**
This AD applies to Engine Alliance (EA) Model GP7270, GP7272, and GP7277 engines, certificated in any category, having a high-pressure turbine (HPT) interstage seal serial number (S/N) specified in Appendix-A of EA Alert Service Bulletin EAGP7–A72–479, dated September 4, 2026 (EA ASB EAGP7–A72–479).
- (d) **Subject**
Joint Aircraft System Component (JASC) Code 7250, Turbine Section.
- (e) **Unsafe Condition**
This AD was prompted by a report of an aborted takeoff which resulted from an uncontained failure of the HPT interstage seal. The FAA is issuing this AD to prevent uncontained failure of the HPT interstage seal. The unsafe condition, if not addressed, could result in an engine fire and damage to the airplane.
- (f) **Compliance**
Comply with this AD within the compliance times specified, unless already done.
- (g) **Definition**

- (1) An “affected part” is an HPT interstage seal having part number (P/N) 2047M99P02 and S/N listed in Appendix-A of EA ASB EAGP7–A72–479.
- (2) A “part eligible for installation” is any HPT interstage seal that is not an affected part.

(h) Required Actions

At the applicable times specified in paragraphs (h)(1), (2), and (3) of this AD, as applicable, remove the HPT interstage seal from service and replace with a part eligible for installation.
(1) For HPT interstage seals specified in Table 1 of Appendix-A of EA ASB EAGP7–A72–479, within 50 flight cycles or within 30 days, whichever occurs first after the effective date of this AD.
(2) For HPT interstage seals specified in Table 2 of Appendix-A of EA ASB EAGP7–A72–479, within 100 flight cycles or within 60 days, whichever occurs first after the effective date of this AD.
(3) For HPT interstage seals specified in Table 3 of Appendix-A of EA ASB EAGP7–A72–479, within 150 flight cycles or within 90 days, whichever occurs first after the effective date of this AD.

(i) No Reporting Requirement

Although EA ASB EAGP7–A72–479 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) 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 (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 local flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Molly Sturgis, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (562) 627–5373; email: molly.a.sturgis@faa.gov.
(l) 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) Engine Alliance (EA) Alert Service Bulletin EAGP7-A72-479, dated September 4, 2026.

(ii) [Reserved]

(3) For EA material identified in this AD, contact Engine Alliance, 411 Silver Lane, East Hartford, CT 06118; phone: (800) 565-0140; email: help24@pw.utc.com; website: engineallianceportal.com.

(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 October 6, 2026.

Brian Knaup,

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

[FR Doc. 2026-20666 Filed 10-6-26; 4:15 pm]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-2712; Project Identifier AD-2025-00931-T; Amendment 39-23483; AD 2026-20-10]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2019-20-07, which applied to The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. AD 2019-20-07 required repetitive operational checks of the leading edge (LE) outboard (OB) slats and applicable on-condition actions. AD 2019-20-07 also required revising the airplane flight manual (AFM) to prohibit flap retraction under icing conditions after landing and revising the existing maintenance or inspection program, as applicable, to incorporate a new operation check. This AD was prompted by the manufacturer developing further actions to address the unsafe condition. This AD continues to require all requirements of AD 2019-

20-07. This AD would also require replacing the LE outboard geared rotary actuator (GRA) with a LE outboard lockout actuator (LEOLA) at leading edge OB slat locations and revising the existing maintenance or inspection program, as applicable, to incorporate a new certification maintenance requirement (CMR), which terminates the retained requirements of AD 2019-20-07. This AD also removes airplanes from the applicability. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 12, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 12, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of October 11, 2019 (84 FR 54765, October 11, 2019).

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-2712; 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 Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; website myboeingfleet.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-2026-2712.

FOR FURTHER INFORMATION CONTACT:

Emanuel Chaves Torres, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562-627-5350; email: emanuel.chaves.torres@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2019-20-07,

Amendment 39-19760 (84 FR 54765, October 11, 2019) (AD 2019-20-07). AD 2019-20-07 applied to all The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. The NPRM was published in the **Federal Register** on March 18, 2026 (91 FR 12942). The NPRM was prompted by the manufacturer developing further actions to address the unsafe condition. In the NPRM, the FAA proposed to continue to require all requirements of AD 2019-20-07. The NPRM also proposed to require replacing the LE outboard GRA with a LEOLA at leading edge OB slat locations and revising the existing maintenance or inspection program, as applicable, to incorporate a new CMR. The NPRM also proposed to remove airplanes from the applicability. The FAA is issuing this AD to address a potential condition in which the LE OB slat system could be out of position without flight deck annunciation. The unsafe condition, if not addressed, could result in insufficient lift, resulting in inability to maintain continued safe flight and landing.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from the Air Line Pilots Association, International (ALPA) and United Airlines who supported the NPRM without change.

The FAA received additional comments from Boeing. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Clarify That the New Requirements Terminate AD 2019-20-07

Boeing requested a revision to the Summary section of the proposed AD to specify that the new proposed actions would terminate the requirements of AD 2019-20-07.

The FAA agrees and has revised the Summary section of this AD accordingly.

Request To Clarify Timing of Flap Retraction Prohibition

Boeing requested a revision to the Summary and Background sections and the heading to paragraph (i) of the proposed AD to clarify that flap retraction is prohibited under icing conditions "after landing."

The FAA agrees that the AFM provision prohibits flap retraction under icing conditions after landing and has revised the Summary section accordingly. However, no other changes to this AD are necessary because the