

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2025–0288R1, dated June 26, 2026.

(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 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, 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 September 30, 2026.

Brian Knaup,

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

[FR Doc. 2026–20869 Filed 10–9–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–11804; Project Identifier MCAI–2026–01087–A; Amendment 39–23490; AD 2026–21–01]

RIN 2120–AA64

Airworthiness Directives; Elixir Aircraft

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Elixir Aircraft Model Elixir airplanes. This AD was prompted by a fatal accident on a Model Elixir airplane during a production flight. The cause of the accident is still under investigation. This AD prohibits operation until approved inspection or modification procedures are identified, accomplished, and incorporated. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 14, 2026.

The FAA must receive comments on this AD by November 27, 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. 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 under Docket No. FAA–2026–11804; 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.

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:

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–2026–11804; Project Identifier MCAI–2026–01087–A” 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, 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 Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. 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 European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Emergency AD 2026–0191–E, dated October 2, 2026 (EASA Emergency AD 2026–0191–E) (also referred to as the MCAI), to correct an unsafe condition on all Elixir Aircraft Model Elixir airplanes. The MCAI states that a fatal accident occurred on a Model Elixir airplane. The cause of the accident is currently under investigation. Based on all available information, further actions may be necessary to ensure the continued airworthiness of these airplanes. Therefore, pending further investigation to determine the root cause of the accident, EASA decided to temporarily ground the fleet as a precautionary measure and issued EASA Emergency AD 2026–0191–E. Elixir Aircraft had already issued Alert Service Bulletin ASB–633–005–R01, dated October 2, 2026.

The unsafe condition, if not addressed, could result in loss of continued safe flight and landing. You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA–2026–11804.

FAA’s Determination

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 is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

AD Requirements

This AD prohibits further flight of all Elixir Aircraft Model Elixir airplanes until all applicable corrective actions have been performed using a method approved by the Manager, AIR-730, International Validation Branch, FAA.

Interim Action

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

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 the severity of the consequences of not knowing what caused the fatal accident necessitate prohibiting further flight until approved inspection or modification procedures are identified, the airplane is inspected, and any applicable corrective actions are performed. Given the significance of the risk presented by this unsafe condition, it must be immediately addressed. Additionally, the compliance time in this AD is before further flight, which is shorter than the time necessary for the public to comment prior to 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 the 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 three airplanes of U.S. registry. Because the cause of the unsafe condition is unknown at this time, there are no approved inspection or modification procedures, and the FAA has no definitive data on which to base the cost estimates for any inspection and corrective actions.

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:

2026–21–01 Elixir Aircraft: Amendment 39–23490; Docket No. FAA–2026–11804; Project Identifier MCAI–2026–01087–A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Elixir Aircraft Model Elixir airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code Not Applicable.

(e) Unsafe Condition

This AD was prompted by a fatal accident on a Model Elixir airplane during a production flight. The cause of the accident is still under investigation. The FAA is issuing this AD to address the continued airworthiness of these airplanes. The unsafe condition, if not addressed, could result in loss of continued safe flight and landing.

(f) Compliance

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

(g) Required Action

As of the effective date of this AD, further flight is prohibited until all applicable corrective actions have been performed using a method approved by the Manager, AIR-730, International Validation Branch, FAA.

Note 1 to paragraph (g): Elixir Aircraft Alert Service Bulletin ASB-633-005-R01, Revision 01, dated October 2, 2026, contains information on the subject addressed by this AD.

(h) Special Flight Permits

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed unless approved in accordance with the procedures specified in paragraph (i) of this AD.

(i) 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 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 (j)(1) of this AD or 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

(1) 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.

(2) For material identified in this AD that is not incorporated by reference, contact Elixir Aircraft, Rue du Jura, 17000 La Rochelle, France; phone: +33 0 5 64 37 80 21; email: airworthiness@elixir-aircraft.com; website: elixir-aircraft.com.

(k) Material Incorporated by Reference

None.

Issued on October 7, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-20818 Filed 10-8-26; 11:15 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2024-2614; Airspace Docket No. 24-ASO-32]

RIN 2120-AA66

Amendment of Jet Routes J-83 and J-85, and Very High Frequency Omnidirectional Range (VOR) Federal Airways V-415 and V-605; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jet Routes J-83 and J-85 in the eastern United States. This action supports the Spartanburg, SC (SPA), Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) relocation project.

DATES: Effective date 0901 UTC, December 24, 2026. The Director of the

Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from www.federalregister.gov.

FAA Order JO 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Airspace Regulation Group, Operational Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT:

Ashley Toth, Airspace Regulation Group, Operational Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:**Authority for This Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would amend the route structure to maintain the efficient flow of air traffic within the National Airspace System (NAS).

History

This action is due to the Spartanburg VORTAC relocation project. The land where the Spartanburg, SC (SPA), VORTAC resides is being developed for other uses which required its relocation. The effective date for the relocation of the Spartanburg VORTAC is December 24, 2026, from "lat. 35°02'01.05" N, long. 081°55'37.24" W", to 7.97 nautical miles (NM) south-southwest, "lat.

34°54'19.19" N, long. 081°58'11.30" W". The Magnetic Variation (MAGVAR) for the relocated Spartanburg VORTAC changed from 2.0° W to 7.0° W. The facility identification remains unchanged. These route modifications realign the airway structure resulting from relocation of the Spartanburg VORTAC.

The FAA published an NPRM for Docket No. FAA-2024-2614 in the **Federal Register** (89 FR 103720; December 19, 2024), proposing to amend Jet Routes J-83 and J-85, and VOR Federal Airways V-415 and V-605 in the eastern United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Differences From the NPRM

In the NPRM's description of amendments, the FAA included amendments to VOR Federal Airways V-415 and V-605. After publication of the NPRM, a delay was encountered in the Spartanburg, SC (SPA), VORTAC relocation project, causing a delay in the issuance of this final rule. In the interim, amendments to V-415 and V-605 were separately proposed in Docket No. FAA-2026-2452 (91 FR 10979; March 6, 2026). Accordingly, the amendments proposed to V-415 and V-605 in the NPRM associated with this action have been removed from this final rule. Because these changes simply remove part of the initially proposed amendments without substantively impacting the remaining portions or increasing the burdens on regulated parties, the FAA finds good cause that recirculating the proposal for notice and comment is unnecessary.

Incorporation by Reference

Jet Routes are published in paragraph 2004 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11M, dated July 30, 2026, and effective September 15, 2026. These updates will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11M, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

This action amends 14 CFR part 71 by amending Jet Routes J-83 and J-85 to support the Spartanburg, SC (SPA), VORTAC relocation project in the