

Rules and Regulations

Federal Register

Vol. 91, No. 196

Tuesday, October 13, 2026

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–4648; Project Identifier MCAI–2025–01834–E; Amendment 39–23484; AD 2026–20–11]

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 RB211 Trent 768–60, 772–60, and 772B–60 engines. This AD was prompted by a report that a batch of low-pressure compressor (LPC) blades were exposed to a non-conforming repair and are more prone to cracking due to a deviation from the approved blade configuration design. This AD requires removal from service of the affected LPC blades and replacement with a serviceable part. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 17, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 17, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–4648; 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](https://www.regulations.gov) under Docket No. FAA–2026–4648.

FOR FURTHER INFORMATION CONTACT:

Alexis Whitaker, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (516) 228–7309; email: alexis.j.whitaker@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 RB211 Trent 768–60, 772–60, and 772B–60 engines. The NPRM was published in the **Federal Register** on June 1, 2026 (91 FR 32364). The NPRM was prompted by EASA AD 2025–0288, dated December 17, 2025, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA AD 2025–0288). EASA AD 2025–0288 superseded EASA AD 2024–0130, dated July 8, 2024 (EASA AD 2024–0130), which stated that a batch of LPC blades were exposed in service to non-conforming repair procedures that resulted in blade configuration deviating from the approved design. These LPC blades that do not conform to the approved design are prone to blade cracking. EASA AD 2024–0130 required removal from service of the affected LPC blades and replacement with a serviceable part. EASA AD 2025–0288 retained the removal from service and replacement requirements for the affected LPC blades in EASA AD 2024–0130 and expanded the list of affected parts. In the NPRM, the FAA proposed to require removal

from service of the affected LPC blades and replacement with a serviceable part. The FAA is issuing this AD to address the unsafe condition on these products.

Actions Since the NPRM Was Issued

Since the FAA issued the NPRM, EASA superseded EASA AD 2025–0288 and issued EASA AD 2025–0288R1, dated June 26, 2026 (EASA AD 2025–0288R1) (also referred to as the MCAI). The MCAI states that since EASA AD 2025–0288 was issued, it was determined that the original wording of Note 2 is too restricting, since it provides allowance only to cases where an affected part is reinstalled in its original position on the same engine within a single on-wing maintenance activity. The MCAI removes “on the same position” from Note 2 to clarify that the exception provided by Note 2 applies to the removal and reinstallation of the same affected part on the same engine within a single maintenance activity, irrespective of its position. The FAA has updated this final rule accordingly by replacing EASA AD 2025–0288 with EASA AD 2025–0288R1 in all affected paragraphs.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–4648.

Discussion of Final Airworthiness Directive

Comments

The FAA received one comment from the Air Line Pilots Association, International, 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, and any other changes described previously, 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 2025–0288R1, which specifies procedures for removal from service of the affected LPC blades and replacement with a serviceable part. 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.

Differences Between This AD and the MCAI

Where EASA AD 2025–0288R1 applies to RRD Model RB211 Trent

772C–60 engines, this AD does not because these engines do not have an FAA type certificate.

Costs of Compliance

The FAA estimates that this AD affects eight 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 LPC blades	2 work-hours × \$85 per hour = \$170	\$225,000	\$225,170	\$1,801,360

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:

2026–20–11 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39–23484; Docket No. FAA–2026–4648; Project Identifier MCAI–2025–01834–E.

(a) Effective Date

This airworthiness directive (AD) is effective November 17, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce Deutschland Ltd & Co KG Model RB211 Trent 768–60, 772–60, and 772B–60 engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by a report that a batch of low-pressure compressor blades were exposed to a non-conforming repair and are more prone to cracking due to a deviation from the approved blade configuration design. The FAA is issuing this AD to prevent blade cracking. The unsafe condition, if not addressed, could lead to

multiple structural failures of the affected parts, which could result in increased risk of in-flight shutdown, engine fire, and uncontained high-energy debris release.

(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 2025–0288R1, dated June 26, 2026 (EASA AD 2025–0288R1).

(h) Exceptions to EASA AD 2025–0288R1

- (1) Where EASA AD 2025–0288R1 refers to its effective date, this AD requires using the effective date of this AD.
- (2) Where EASA AD 2025–0288R1 refers to July 22, 2024 (the effective date of EASA AD 2024–0130), this AD requires using the effective date of this AD.
- (3) This AD does not adopt the “Remarks” paragraph of EASA AD 2025–0288R1.

(i) 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 (j) 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.

(j) Additional Information

For more information about this AD, contact Alexis Whitaker, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (516) 228–7309; email: alexis.j.whitaker@faa.gov.

(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]

BILLING CODE 4910-13-P

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