

the software or if there also could be an electrical manufacturing defect.

The FAA is aware that multiple operators have reported concerns with the reliability of the software update or experienced service difficulties after accomplishing Issue 001 of Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB. Boeing is conducting further analysis to determine the root cause of the new reports. The FAA may consider other rulemaking when an adequate solution is developed to address the unsafe condition.

FAA's Conclusions

Upon further consideration, the FAA has determined that the NPRM does not adequately address the identified unsafe condition. Accordingly, the NPRM is withdrawn.

Regulatory Findings

Since this action only withdraws an NPRM, it is neither a proposed nor a final rule. This action therefore is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking (Docket No. FAA–2025–0204), which was published in the **Federal Register** on February 26, 2025 (90 FR 10703), is withdrawn.

Issued on October 5, 2026.

Brian Knaup,

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

[FR Doc. 2026–21009 Filed 10–13–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–11809; Project Identifier MCAI–2024–00028–A]

RIN 2120–AA64

Airworthiness Directives; Baykar Piaggio Aerospace S.p.A. (Type Certificate Previously Held by Piaggio Aviation S.p.A.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Baykar Piaggio Aerospace S.p.A. (Piaggio) Model P–180 airplanes. This proposed AD was prompted by a report of corrosion and cracks found around the head of attaching fasteners on main wing lower skin external reinforcement doublers. This proposed AD would require repetitive high frequency eddy current (HFEC) inspections of the lower skin reinforcement and, depending on findings, corrective action. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by November 30, 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–91, West Building Fifth Floor, Room W58–213, 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–2026–11809; 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 NPRM, 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 Piaggio Aerospace material identified in this proposed AD, contact Baykar Piaggio Aerospace S.p.A., P180 Customer Support, via Pionieri e Aviatori d'Italia, snc—16154 Genoa, Italy; phone: +39 331 679 74 93; email: technicalsupport@piaggioaerospace.it.
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222–5110.

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 relevant data, views, or arguments about this proposal. Send your comments using a method listed under **ADDRESSES**. Include “Docket No. FAA–2026–11809; Project Identifier MCAI–2024–00028–A” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, 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 proposal 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 NPRM.

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 NPRM 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 NPRM, 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 NPRM. 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 AD 2024–0006, dated January 9, 2024 (EASA AD 2024–0006) (also referred to as the MCAI), to correct an unsafe condition on certain Piaggio Model P–180 airplanes. The MCAI states a report of an occurrence of corrosion and cracks

was found around the heads of attaching fasteners on main wing lower skin external reinforcement doublers during scheduled maintenance on a Piaggio Model P-180 airplane. This condition, if not detected and corrected, could reduce the structural integrity of the main wing with consequent reduced control of the airplane. To address this unsafe condition, Piaggio issued material providing instructions for repetitive HFEC inspections of the affected parts and, depending on findings, accomplishment of corrective action.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-11809.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Piaggio Aerospace Service Bulletin 80-0494 Rev. 1, dated November 30, 2023. This material specifies procedures for repetitive HFEC inspections on the main wing lower skin external reinforcement doublers, and corrective actions for the parts with evidence of corrosion and cracks.

Corrective actions include, depending on inspection findings, repairing or contacting Piaggio to obtain an approved repair design approval sheet.

The FAA also reviewed Piaggio Aerospace Service Bulletin 80-0482 Rev. 13, dated January 27, 2026. This material specifies weight and balance updates and identifies updates to the effectivity of manufacturer's serial numbers affected by the weight and balance updates.

The FAA also reviewed Subject 51-10-40, Allowable Damage, Piaggio Aerospace Structural Repair Manual, Report No. 180-MAN-0250-1106, Issue D0, dated November 2, 2021. This material specifies identifying what is considered allowable minor damage (not critical to affect flight safety or performance) to primary and secondary structures that may be corrected by a simple procedure.

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.

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 and material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in the material already described.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 14 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
HFEC inspection	50 work-hours × \$85 per hour = \$4,250 (per inspection).	\$1,000 (per inspection)	\$5,250 (per inspection)	\$73,500 (per inspection).

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Corrosion removal (within the structural repair manual limits).	10 work-hours × \$85 per hour = \$850 (per repair).	\$1,000 (per repair)	\$1,850 (per repair).

The costs for any repair that would be required by the proposed AD (including repairs for corrosion found outside the limits of the structural repair manual) would vary from airplane to airplane. Therefore, the FAA has no way of determining the cost estimate for such repairs.

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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

Baykar Piaggio Aerospace S.p.A. (Type Certificate Previously Held by Piaggio Aviation S.p.A.): Docket No. FAA–2026–11809; Project Identifier MCAI–2024–00028–A.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by November 30, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Baykar Piaggio Aerospace S.p.A. (type certificate previously

held by Piaggio Aviation S.p.A.) (Piaggio) Model P–180 airplanes, certificated in any category, manufacturer serial numbers 1032, 1036, 1037, 1039, 1040, 1043, 1063, 1065, 1074, 1079, 1089, 1106, 1108 and 1112.

(d) Subject

Joint Aircraft System Component (JASC) Code 5730, Wing, Plates/Skins.

(e) Unsafe Condition

This AD was prompted by a report of corrosion and cracks found around the heads of attaching fasteners on main wing lower skin external reinforcement doublers. The FAA is issuing this AD to address this unsafe condition. The unsafe condition, if not addressed, could reduce the structural integrity of the main wing with reduced control of the airplane.

(f) Compliance

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

(g) Definitions

For the purpose of this AD:

(1) An “affected part” is a main wing lower skin external reinforcement doubler, having part number (P/N) 80–212457–001 (left-hand) or P/N 80–212457–002 (right-hand).

(2) The “material” is Piaggio Aerospace Service Bulletin (SB) 80–0494 Rev. 1, dated November 30, 2023 (Piaggio SB 80–0494 Rev. 1).

(3) “Group 1” airplanes are those on which, on the effective date of this AD, Piaggio Aerospace Service Bulletin 80–0482 Rev. 13, dated January 27, 2026 (Piaggio SB 80–0482 Rev. 13) is not embodied, but on which, before the effective date of this AD, Piaggio SB 80–0482 Rev. 13 has been embodied and later removed.

(4) “Group 2” airplanes are those on which, on the effective date of this AD, Piaggio SB 80–0482 Rev. 13 is embodied.

(5) “Group 3” airplanes are those on which, on the effective date of this AD, Piaggio SB 80–0482 Rev. 13 has never been embodied.

(6) The “High Frequency Eddy Current (HFEC) inspection” is for the affected parts (lower skin reinforcement) of an airplane in accordance with the instructions in Section 2.B.(13) of Piaggio SB 80–0494 Rev. 1.

(7) “Repairable Corrosion” is corrosion identified as “repairable” in Subject 51–10–40, Allowable Damage, Piaggio Aerospace Structural Repair Manual, Report No. 180–MAN–0250–1106, Issue D0, dated November 2, 2021, except corrosion around the heads of the attaching fasteners of affected parts.

(h) Required Actions

(1) *For Group 1 and Group 2 airplanes:* Before exceeding the compliance time and, thereafter, at intervals not to exceed the values as defined in table 1 of this AD, as applicable, accomplish an HFEC inspection, as defined in this AD.

TABLE 1 TO PARAGRAPH (H)(1)—COMPLIANCE TIMES

Group	Compliance time (hours time-in-service (TIS) or calendar time, whichever occurs first after the effective date of this AD)	Interval
1	Within 1,900 hours TIS or 46 months	1,900 hours TIS or 50 months, whichever occurs first.
2	A or B, whichever occurs later: (A) Within 220 hours TIS or 9 months	660 hours TIS or 25 months, whichever occurs first.
	(B) Within 660 hours TIS or 25 months since first embodiment of Piaggio SB 80–0482 Rev. 13.	

(2) If, during any inspection required by paragraph (h)(1) of this AD, repairable corrosion, as defined in this AD, is detected, before next flight, accomplish a repair in accordance with the instructions of steps 2.B.(15) through (19), and C.(20) of Piaggio SB 80–0494 Rev. 1.

(3) If, during any inspection required by paragraph (h)(1) of this AD, any discrepancy other than repairable corrosion is detected on an airplane, before next flight, contact either the Manager, International Validation Branch, FAA; European Union Aviation Safety Agency (EASA); or Piaggio’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature and, within the compliance time defined therein, accomplish that repair accordingly, including any post-repair follow-on action(s), as applicable.

(4) Accomplishment of corrective actions on an airplane, as required by paragraph (h)(2) or (3) of this AD, as applicable, does not constitute terminating action for the

repetitive inspections required by paragraph (h)(1) of this AD for that airplane, unless otherwise specified in the approved repair instructions.

(5) *For Group 1 airplanes:* From the effective date of this AD, it is allowed to embody Piaggio SB 80–0482 Rev. 13, on an airplane, provided that, before next flight after that modification, an HFEC inspection, as defined in this AD, and, depending on findings, corrective action(s) as required by paragraph (h)(2) or (3) of this AD, as applicable, are accomplished on that airplane. After that modification, the airplane is effectively considered to be in Group 2, and HFEC inspections must be accomplished on that airplane as required by this AD for Group 2 airplanes.

(6) *For Group 2 airplanes:* From the effective date of this AD, following removal of Piaggio SB 80–0482 Rev. 13 from an airplane, that airplane is effectively considered to be in Group 1, and HFEC inspections must be accomplished on that

airplane as required by this AD for Group 1 airplanes.

(7) *For Group 3 airplanes:* From the effective date of this AD, it is allowed to embody Piaggio SB 80–0482 Rev. 13 on an airplane, provided that, within 660 hours TIS or 25 months after that modification, whichever occurs first, an HFEC inspection, as defined in this AD, and, depending on findings, corrective action(s) as required by paragraph (h)(2) or (3) of this AD, as applicable, are accomplished on that airplane. After that modification, the airplane is effectively considered to be in Group 2, and HFEC inspections must be accomplished on that airplane as required by this AD for Group 2 airplanes.

(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) 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 Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: doug.rudolph@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) Piaggio Aerospace Service Bulletin 80-0482 Rev. 13, dated January 27, 2026.

(ii) Piaggio Aerospace Service Bulletin 80-0494 Rev. 1, dated November 30, 2023.

(iii) Subject 51-10-40, Allowable Damage, Piaggio Aerospace Structural Repair Manual, Report No. 180-MAN-0250-1106, Issue D0, dated November 2, 2021.

(3) For Piaggio Aerospace material identified in this AD, contact Baykar Piaggio Aerospace S.p.A., P180 Customer Support, via Pionieri e Aviatori d'Italia, snc—16154 Genoa, Italy; phone: +39 331 679 74 93; email: technicalsupport@piaggioaerospace.it.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. 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 9, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-21008 Filed 10-13-26; 8:45 am]

BILLING CODE 4910-13-P

POSTAL REGULATORY COMMISSION

39 CFR Part 3050

[Docket No. RM2027-1; Order No. 9764]

Periodic Reporting

AGENCY: Postal Regulatory Commission.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Commission is acknowledging a recent Postal Service

filing requesting the Commission initiate a rulemaking proceeding to consider changes to analytical principles relating to periodic reports. This document informs the public of the filing, invites public comment, and takes other administrative steps.

DATES: *Comments are due:* November 19, 2026.

ADDRESSES: Submit comments electronically via the Commission's Filing Online system at <https://www.prc.gov>. Those who cannot submit comments electronically should contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section by telephone for advice on filing alternatives.

FOR FURTHER INFORMATION CONTACT: David A. Trissell, General Counsel, at 202-789-6820.

SUPPLEMENTARY INFORMATION:

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- I. Introduction
- II. Proposal
- III. Notice and Comment
- IV. Ordering Paragraphs

I. Introduction

On October 7, 2026, the Postal Service filed a petition pursuant to 39 CFR 3050.11 requesting that the Commission initiate a rulemaking proceeding to consider changes to analytical principles related to periodic reports.¹ The Petition presents a proposal to establish a methodology for the treatment of expenses for current retiree health benefits (RHB) top-up payments required under the Postal Service Reform Act (PSRA) that must be paid into the Postal Service Retiree Health Benefits Fund (PSRHBF). Petition at 1.

II. Proposal

Background. Under the PSRA, the Postal Service must make payments into the PSRHBF that are equal to “the amount (if any) that Government contributions required to be paid from the Fund under section 8906(g)(2)(A) exceeded the estimated net claims costs under the enrollment of the individuals described in section 8906(g)(2)(A).” Petition, Proposal at 1. The Office of Personnel Management (OPM) calculates these payments, referred to as top-up payments, “based on current retirees’ estimated healthcare claims costs, their health insurance premiums and contribution shares, and administrative expenses[.]” and they “begin accruing in FY 2026.” *Id.*

¹ Petition of the United States Postal Service to Initiate a Proceeding to Change Analytical Principles, October 7, 2026 (Petition).

Historically, RHB expenses “were treated as variable to the same degree and distributed in the same manner as all postal service labor,” which the Postal Service calls the “‘composite labor approach.’” *Id.* at 2. The Postal Accountability and Enhancement Act (PAEA) altered this approach because the Postal Service began accruing RHB “in two parts: (1) RHB expenses for current retirees (a continuation of ‘pay-as-you-go’ expenses) and (2) annual prefunding payments for future retirees.” *Id.* Costs were therefore divided between current-year costs, which were “treated using the composite labor approach,” and prior-year costs, which were “treated as institutional.” *Id.* at 3. After FY 2017, when RHB for future retirees should have been fully prefunded pursuant to PAEA and “the statutorily mandated prefunding payments were no longer required[.]” the Postal Service began to accrue normal costs, which were “treated using the composite labor approach[.]” and “amortization expenses associated with the unfunded portion of the PSRHBF obligation[.]” which were “treated as unrelated to current-year volumes and therefore treated as institutional.” *Id.*

After the PSRA repealed the prefunding requirement and “cancelled the past due (amortization) payments[.]” “[t]he only RHB expenses to be incurred by the Postal Service going forward are payments associated with current retirees.” *Id.* at 3–4. And these payments were only “set to begin once OPM determined if a ‘top-up’ payment was due (expected no later than June 30, 2026) or if the PSRHBF [was] exhausted.” *Id.* at 4. Thus, “[b]eginning in FY 2026, the Postal Service began accruing expenses associated with the RHB top-up payments for current retirees.” *Id.* OPM determined that these expenses totaled \$726 million for FY 2026. *Id.*

Proposal. The Postal Service proposes to treat current RHB top-up payments as “variable to the same degree and distributed in the same manner as all labor.” *Id.* at 6. It states that there are “two key aspects to examine when considering the treatment of the top-up payment expenses: The relationship between the payment schedule and the cost accrual, and the past treatment of both the funds currently in the [PSRHBF] and the RHB expenses for current retirees prior to the PAEA.” *Id.*

Regarding the first aspect, the Postal Service states that prior to the PAEA, there was a “time disparity between the accrual of RHB expenses and the payment schedule[.]” because “RHB expenses for current retirees were