

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 that the 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:
- a. Removing Airworthiness Directive 2024–05–06, Amendment 39–22697 (89 FR 24682, April 9, 2024); and
  - b. Adding the following new airworthiness directive:

**Leonardo S.p.a.:** Docket No. FAA–2026–11808; Project Identifier AD–2026–00520–R.

#### (a) Comments Due Date

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

#### (b) Affected ADs

This AD replaces AD 2024–05–06, Amendment 39–22697 (89 FR 24682, April 9, 2024).

#### (c) Applicability

This AD applies to all Leonardo S.p.a. Model AW169 helicopters, certificated in any category.

#### (d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

#### (e) Unsafe Condition

This AD was prompted by the determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address fatigue cracking, damage, and corrosion in principal structural elements. The unsafe condition, if not addressed, could result in failure of a part and loss of control of the helicopter.

#### (f) Compliance

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

#### (g) Required Action

Within 30 days after the effective date of this AD, revise the airworthiness limitations section of the existing maintenance manual or instructions for continued airworthiness and the existing approved maintenance or inspection program, as applicable, by incorporating into maintenance records required by 14 CFR 91.417(a)(2) or 135.439(a)(2), the requirements (airworthiness limitations) specified in Leonardo AW169 # AMPI Chapter 4 Issue 6, Document No. 169F0255A075, Issue A, dated October 17, 2025.

#### (h) Provisions or Alternative Requirements (Airworthiness Limitations)

After the action required by paragraph (g) of this AD has been accomplished, no alternative actions and associated thresholds and intervals, including any life limits, are allowed unless they are approved by the Manager, International Validation Branch, FAA; or European Union Aviation Safety Agency (EASA); or Leonardo S.p.a. EASA Design Organization Approval (DOA) for repair instructions and accomplishing those instructions. If approved by the DOA, the approval must include the DOA-authorized signature.

#### (i) Alternative Methods of Compliance (AMOCs)

(1) 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](mailto: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 Anthony Kenward, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–4130; email: [anthony.b.kenward@faa.gov](mailto:anthony.b.kenward@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) Leonardo AW169 # AMPI Chapter 4 Issue 6, Document No. 169F0225A075, Issue A, dated October 17, 2025.

(ii) [Reserved]

(3) For Leonardo S.p.a. material identified in this AD, contact Emanuele Bufano, Head of Airworthiness, Viale G. Agusta 520, 21017 C. Costa di Samarate (Va) Italy; phone: +39 0331–225074; fax: +39 0331–229046; or at: [customerportal.leonardocompany.com/en-US/](mailto:customerportal.leonardocompany.com/en-US/).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. 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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on October 9, 2026.

**Steven W. Thompson,**

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

[FR Doc. 2026–21012 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–2025–0204; Project Identifier AD–2024–00327–T]

RIN 2120–AA64

### Airworthiness Directives; The Boeing Company Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Proposed rule; withdrawal.

**SUMMARY:** The FAA is withdrawing a notice of proposed rulemaking (NPRM) that proposed to adopt a new airworthiness directive (AD) that would have applied to certain The Boeing Company Model 787–8, 787–9, and

787–10 airplanes. The NPRM was prompted by reports that very high frequency (VHF) radio frequencies transfer between the active and standby windows of the tuning control panel (TCP) without flightcrew input. The uncommanded frequency changes could result in missed communications between the flightcrew and Air Traffic Control. The NPRM would have required updating the TCP operational software (OPS) and performing a software configuration check. Since issuance of the NPRM, the FAA has determined that the TCP OPS version specified in the NPRM does not correct the unsafe condition. Accordingly, the NPRM is withdrawn.

**DATES:** As of October 14, 2026, the proposed rule, which was published in the **Federal Register** on February 26, 2025 (90 FR 10703), is withdrawn.

**ADDRESSES:** *AD Docket:* You may examine the AD docket at [regulations.gov](https://www.regulations.gov) by searching for and locating Docket No. FAA–2025–0204; 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 AD action, any comments received, and other information. The street address for Docket Operations is Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Frank Carreras, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: 206–231–3539; email: [frank.carreras@faa.gov](mailto:frank.carreras@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

The FAA issued an NPRM that proposed to amend 14 CFR part 39 by adding an AD that would apply to certain The Boeing Company Model 787–8, 787–9, and 787–10 airplanes. The NPRM was published in the **Federal Register** on February 26, 2025 (90 FR 10703). The NPRM was prompted by reports that VHF radio frequencies transfer between the active and standby windows of the TCP without flightcrew input. The uncommanded frequency changes could result in missed communications between the flightcrew and Air Traffic Control. The NPRM proposed to require updating the TCP OPS and performing a software configuration check.

The proposed actions were intended to address uncommanded frequency changes, which could result in missed communications such as amended clearances and critical instructions for

changes to flight path and consequent loss of safe separation between aircraft, collision, or runway incursion.

##### **Actions Since the NPRM Was Issued**

Since issuance of the NPRM, the FAA determined that the update to the TCP OPS specified in the NPRM does not correct the unsafe condition. The manufacturer informed the FAA that, based on fleet reports, it has concluded that the OPS version specified in the NPRM does not correct the unsafe condition. Also, multiple commenters reported concerns with the reliability of the software update or experienced service difficulties after accomplishing the service information. As a result, Boeing is conducting further analysis to determine the root cause of the new reports, and the FAA may consider other rulemaking when an adequate solution is developed to address the unsafe condition.

Withdrawal of the NPRM constitutes only such action and does not preclude the FAA from further rulemaking on this issue, nor does it commit the FAA to any course of action in the future.

##### **Comments**

The FAA received comments from Boeing, The Foundation for Aviation Safety, Kenya Airways, ProTech Aero Services Limited (ProTech), and Qatar Airways (Qatar). The following presents the comments received on the NPRM and the FAA's response.

##### **Request To Delay Issuance of the AD**

Boeing requested that the FAA delay issuance of the proposed AD until the next OPS version is incorporated into the airplane production line. Boeing stated that based on additional fleet reports, the OPS version specified in the proposed AD, as referenced in Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB, Issue 001, dated May 20, 2024 (Issue 001 of Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB), does not completely address the TCP VHF uncommanded frequency change. Boeing also stated it is continuing to evaluate fleet reports to address the causes of the additional findings in the next OPS version.

The FAA agrees that the OPS version specified in the proposed AD does not correct the unsafe condition. For that reason, the FAA is withdrawing the NPRM and may consider other rulemaking when an adequate solution is developed to address the unsafe condition.

##### **Request To Evaluate New Reports Before Issuing the AD**

Qatar requested that the FAA evaluate new in-service reports before mandating the proposed AD. Qatar stated it has modified all of its affected Boeing Model 787 airplanes using Issue 001 of Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB, as proposed, but its flightcrews are reporting similar issues on the modified airplanes. Qatar believes the unsafe condition still exists on modified airplanes and has reported the events to Boeing and the parts manufacturer for further investigation and determination of the root cause.

The FAA is aware that multiple operators have reported concerns about the reliability of the software update or service difficulties after accomplishing Issue 001 of Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB. As stated previously, the FAA is withdrawing the NPRM and may consider other rulemaking when an adequate solution is developed to address the unsafe condition.

##### **Request to Later Service Information**

Kenya Airways and ProTech requested that the FAA revise paragraph (g) of proposed AD to require accomplishment of Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB, Issue 002, dated February 24, 2025 (Issue 002 of Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB) instead of Issue 001 of Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB.

The FAA disagrees. The FAA reviewed Issue 002 of Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB and noted it provides instructions for installing the same software part number identified in Issue 001 of the Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB. Therefore, the FAA has determined Issue 002 of Boeing Alert Requirements Bulletin B787–81205–SB230051–00 RB is also not adequate for addressing the unsafe condition.

##### **Request To Clarify the Root Cause**

The Foundation for Aviation Safety noted that the FAA previously issued an NPRM on March 25, 2021 (86 FR 17993, April 7, 2021) to address the unsafe condition, and then withdrew that NPRM on August 31, 2021 (86 FR 50484, September 9, 2021), because the software update in that proposed AD was not effective. Since operators are reporting that the latest software update is still not effective, the commenter asked whether the problem is specific to

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](mailto: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](mailto: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