as of the effective date of this AD, within 5 hours TIS after the effective date of this AD, perform an oil change and visual inspection of the engine oil filter, oil pressure screen, and oil suction screen for metal particulates.

Note 1 to paragraph (h)(1): Guidance for engine oil filter, oil pressure screen, and oil suction screen inspection instructions and identification of metallic solids may be found in Lycoming Mandatory Service Bulletin No. (MSB) No. 480F, dated May 25, 2017.

(2) If any metal particulates are found during the oil change and inspection required by paragraph (h)(1) of this AD, before further flight, replace any affected piston pin with a part eligible for installation in accordance with the Required Action of Lycoming MSB 667A, dated March 12, 2026 (Lycoming MSB 667A), as applicable to engine model.

(3) For Group 1 engines with an installed piston pin with a manufacture date between January 07, 2021, to March 22, 2023, where metal particulates were not found during the oil change and inspection required by paragraph (h)(1) of this AD, at the next maintenance event requiring the removal of a cylinder assembly with an affected piston pin, or at the next engine overhaul not to exceed the time between overhaul specified in Lycoming Service Instruction No. 1009BF, dated July 20, 2026, whichever occurs first after the effective date of this AD, replace any affected piston pin with a part eligible for installation in accordance with the Required Action of Lycoming MSB 667A, as applicable to engine model.

(4) For Group 2 engines with greater than or equal to 150 hours TIS as of the effective date of this AD, before further flight, replace any affected piston pin with a part eligible for installation in accordance with the Required Action of Lycoming MSB 667A, as applicable to engine model.

(5) For Group 2 engines with less than 150 hours TIS as of the effective date of this AD, within 25 hours TIS after the effective date of this AD but before or upon reaching 150 total hours TIS since installation of the affected piston pins, whichever comes first after the effective date of this AD, replace any affected piston pin with a part eligible for installation in accordance with the Required Action of Lycoming MSB 667A, as applicable to engine model.

(i) Installation Prohibition

After the effective date of this AD, do not install an affected piston pin as defined in paragraph (g)(2) of this AD on any engine.

(j) No Return of Parts

Although the service material specifies returning certain parts to the manufacturer, this AD does not include those requirements.

(k) Special Flight Permits

(1) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199199 for the replacement requirements of this AD provided no metal particulates are found during the inspection required by this AD. For Group 2 engines that are not affected by paragraph (h)(1) of this AD, an oil change showing that no metal particulates are present would be required prior to issuing a special flight permit.

(2) Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed for the visual inspection of the engine oil filter, oil pressure screen, and oil suction screen for metal particulates requirement of this AD.

(l) Alternative Methods of Compliance (AMOCs)

The Manager, East Certification Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in14 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 East Certification Branch, send it to the attention of the person identified in paragraph (m)(1) 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.

(m) Additional Information

(1) For more information about this AD, contact Ramanpreet Singh, Aviation Safety Engineer, FAA, Ramanpreet Singh, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (516) 228–7300; email: *ECB-COS@faa.gov.*

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (n)(4) of this AD.

(n) 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.

(3) The following material was approved for IBR November 24, 2026.

(i) Lycoming Service Instruction No. 1009BF, dated July 20, 2026.

(ii) [Reserved]

(4) The following material was approved for IBR on September 14, 2026. (91 FR 55451, August 28, 2026).

(i) Lycoming Mandatory Service Bulletin No. (MSB) 667A, dated March 12, 2026.

(ii) [Reserved]

(5) For Lycoming material identified in this AD, contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701; phone: (800) 258–3279; website: *lycoming.com/contact/knowledge-base/publications*.

(6) 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.

(7) 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 30, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–22785 Filed 11–5–26; 11:15 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–5571; Airspace Docket No. 25–AWP–172]

RIN 2120–AA66

Amendment of Class D and Establishment of Class E Airspace; Chandler and Phoenix, AZ

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published by the FAA in the **Federal Register** on October 30, 2026, amending the Class D airspace and establishing Class E airspace at Chandler and Phoenix, AZ. Specifically, this action corrects a statement in the preamble of the rule for greater clarity.

DATES: The effective date of the final rule published in the **Federal Register** on October 30, 2026, remains 0901 UTC, February 18, 2027. 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: 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: Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the **Federal Register** (91 FR 68449; October 30, 2026), amending the Class D airspace and establishing Class E airspace at Chandler and Phoenix, AZ. After publication, the FAA determined

that a statement in the preamble discussion requires a correction for greater clarity and alignment with the scope of the action. The final rule stated, ''There are no new instrument procedures in development, and the airspace change does not require new, complex procedures to be developed or implemented at Mesa Gateway Airport.'' While separate instrument flight procedures are planned through normal airport modernization channels, they are entirely independent of this Class D and Class E action. This correction does not make substantive changes or alter the text of the airspace legal descriptions.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the final rule for Docket No. FAA–2025–5571, as published in the **Federal Register** on October 30, 2026 (91 FR 68449; FR Doc. 2026–22197), is corrected as follows:

On page 68452, column 1, within the History section, remove, ''There are no new instrument procedures in development, and the airspace change does not require new, complex procedures to be developed or implemented at Mesa Gateway Airport.'' And replace it with, ''This airspace change does not require new, complex procedures to be developed or implemented at Mesa Gateway Airport.''

Issued in Fort Worth, Texas, on November 5, 2026.

Courtney E. Johns,

Acting Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2026–22830 Filed 11–6–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 413, 414, 450, and 460

[Docket No.: FAA–2026–7035; Amdt. Nos. 413–15, 414–5, 450–4, 460–5]

RIN 2120–AM32

Technical Corrections of Commercial Space Transportation Regulations

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; technical amendment.

SUMMARY: This final rule contains technical corrections in FAA regulations.

DATES: Effective November 9, 2026.

ADDRESSES: For further information on where to obtain copies of rulemaking document and other information related to this final rule, see ''Additional Information'' in the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT: Lisa Cacciatore, Office of Commercial Space Transportation, Federal Aviation Administration, 1200 New Jersey Avenue SE, Washington, DC 20590; telephone (202) 880–1489; email *Lisa.E.Cacciatore@faa.gov.*

SUPPLEMENTARY INFORMATION:

I. Executive Summary

A. Overview of the Final Rule

FAA is amending the authority citations in parts 413, 414, and 450 to include 51 U.S.C. 50924. In addition, FAA has identified six technical corrections to parts 413, 414, 450, and 460. These technical corrections are non-substantive in nature and are intended to correct typographical errors, clarify regulatory text, and ensure consistency. The changes correct mistakes and omissions and clarify the regulations published in the part 450 final rule.[1]

B. Summary of the Costs and Benefits

This final rule makes non-substantive technical corrections to correct typographical errors, clarify regulatory text, and ensure consistency. FAA expects no additional costs for the public or FAA because these changes do not affect existing regulatory requirements.

II. Authority for This Rulemaking and 5 U.S.C. 553 Implementation Exceptions

A. Authority for This Rulemaking

The Commercial Space Launch Act of 1984, as amended and codified at 51 U.S.C. 50901–50924 (the Act), authorizes the Secretary of Transportation (Secretary) to oversee, license, and regulate commercial launch and reentry activities, and the operation of launch and reentry sites within the United States (U.S.) or as carried out by U.S. citizens. Section 50905 directs the Secretary to exercise this responsibility consistent with public health and safety, safety of property, and the national security and foreign policy interests of the United States. In addition, section 50903 requires the Secretary to encourage, facilitate, and promote commercial space launches and reentries by the private sector. As codified in 49 CFR 1.83(b), the Secretary has delegated authority to the FAA Administrator to carry out these functions.

B. Good Cause Exemption per 5 U.S.C. 553(b)(B)

Section 553(b)(B) of the Administrative Procedure Act (APA) (5 U.S.C.) authorizes agencies to dispense with notice and comment procedures for rulemakings when the agency for ''good cause'' finds those procedures to be ''impracticable, unnecessary, or contrary to the public interest.'' Under this section, an agency, upon finding good cause, may issue a final rule without seeking comment prior to the rulemaking. FAA has concluded that notice and comment is unnecessary for this rulemaking.

Courts have consistently recognized that notice and comment are unnecessary where a rule makes only technical, clerical, or nonsubstantive changes that do not alter the rights or obligations of regulated entities and are unlikely to generate meaningful public input.[2] For example, in *Utility Solid Waste Activities Group* v. *EPA,* the D.C. Circuit explained that the ''unnecessary'' prong applies where the regulated community has ''little or nothing to say'' regarding the agency's action because the rule does not implicate substantive policy choices.[3] In *Mack Trucks, Inc* v. *EPA,* the D.C. Circuit cautioned that the unnecessary exception must be narrowly construed, but made clear that its application is appropriate where notice and comment would serve no practical purpose.[4]

The technical amendments in this final rule correct incorrect words, remove unnecessary references, and clarify the purpose of the text to conform to the statutory requirements. These amendments do not reflect a change in policy judgment, nor do they affect how regulated parties comply with FAA requirements.

Thus, FAA has determined that this rule is suitable for a final rulemaking because these changes are noncontroversial and a notice and comment period is unnecessary.

[1] Streamlined Launch and Reentry License Requirements, 85 FR 79566 (December 10, 2020) (hereby referred to as ''SLR2'').

[2] *Utility Solid Waste Activities Group* v. *EPA,* 236 F.3d 749, 754 (D.C. Cir. 2001); *Mack Trucks, Inc.* v. *EPA,* 682 F. 3d 87, 93 (D.C. Cir. 2012).

[3] 236 F.3d 749, 754 (D.C. Cir. 2001).

[4] Courts have held that the unnecessary prong of good cause must be ''confined to those situations in which the administrative rule is a routine determination, insignificant in nature and impact, and inconsequential to the industry and to the public.'' *Mack Trucks, Inc.* v. *EPA,* 682 F.3d 87, 94 (D.C. Cir. 2012) (quoting Util. Solid Waste Activities Grp., 236 F.3d at 755).