2029, this AD requires accomplishing the initial leak check within 35 months after the effective date of this AD.

(2) Where EASA AD 2026–0060R1 refers to April 3, 2026 (the effective date of the original issue of EASA AD 2026–0060), this AD requires using the effective date of this AD.

(3) Where EASA AD 2026–0060R1 defines a serviceable part as ''Any fuel LPSOV eligible for installation in accordance with Airbus instructions'', for this AD, replace that text with ''Any fuel LPSOV eligible for installation''.

(4) Where paragraph (2) of EASA AD 2026–0060R1 specifies ''any discrepancy of an affected part, as specified in the SB, is detected'', for this AD, replace that text with ''any discrepancy of an affected part is detected''.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2026–0060R1.

(i) No Reporting and No Return of Parts

Although the material referenced in EASA AD 2026–0060R1 specifies to submit certain information to the manufacturer and to send removed parts to the manufacturer, this AD does not include those requirements.

(j) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) 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 responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (j)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Additional Information

For more information about this AD, contact Anthony D. Decaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–5374; email: *Anthony.D.Decaro@faa.gov.*

(l) 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 this AD specifies otherwise.

(3) The following material was approved for IBR on November 23, 2026 (91 FR 65952, October 19, 2026).

(i) European Union Aviation Safety Agency (EASA) AD 2026–0060R1, dated June 9, 2026.

(ii) [Reserved]

(4) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu.* You may find this material on the EASA website at *ad.easa.europa.eu.*

(5) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(6) 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 November 6, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–22907 Filed 11–9–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–2729; Project Identifier MCAI–2025–00726–T; Amendment 39–23513; AD 2026–22–11]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus SAS Model A350–941 airplanes. This AD was prompted by a report of a missing main landing gear (MLG) brake rod center pin nut sub-assembly detected during an inspection. This AD requires, depending on airplane configuration, inspection of the MLG brake rod center pin nut, lock ring, and end plate, inspection of the MLG brake rod center pin and nut, and applicable corrective actions. This AD also requires additional work for certain airplanes. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 15, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 15, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–2729; 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; telephone +49 221 8999 000; email *ADs@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, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available at *regulations.gov* under Docket No. FAA–2026–2729.

FOR FURTHER INFORMATION CONTACT: Andrew Younglove, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3644; email: *andrew.e.younglove@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 certain Airbus SAS Model A350–941 airplanes. The NPRM was published in the **Federal Register** on March 30, 2026 (91 FR 15569). The NPRM was prompted by EASA AD 2025–0150, dated July 14, 2025 (EASA AD 2025–0150) (also referred to as the

MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states an occurrence was reported of a missing MLG brake rod center pin nut sub-assembly detected during an inspection. Further investigation revealed severe corrosion on the threads and splines of the MLG brake rod center pin and nut sub-assemblies that could have led to the detachment of the MLG brake rod center pin nut sub-assembly. This condition, if not addressed, could prevent the extension of the MLG, possibly resulting in damage to the airplane and injury to occupants.

In the NPRM, the FAA proposed to require, depending on airplane configuration, inspection of the MLG brake rod center pin nut, lock ring, and end plate, inspection of the MLG brake rod center pin and nut, and applicable corrective actions, as specified in EASA AD 2025–0150. The proposed AD also required additional work for certain airplanes, as specified in EASA AD 2025–0150. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–2729.

Discussion of Final Airworthiness Directive Comments

The FAA received a comment from the Air Line Pilots Association, International (ALPA) who supported the NPRM without change.

The FAA received additional comments from Delta Air Lines (Delta). The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Allow Alternative Subtasks

Delta requested the FAA add an exception in paragraph (h) of the proposed AD to allow use of the applicable subtasks to Aircraft Maintenance Manual (AMM) Task A350–A–32–11–62–01001–720A–A, instead of requiring only Subtask 321162–40100060004 to Task A350–A–32–11–62–01001–720A–A. Delta stated the referenced subtask is not applicable to all affected Airbus SAS Model A350–941 airplanes. Delta also stated that the referenced steps to Subtask 321162–40100060004 are correct, so using only the step references will allow operators to use the applicable subtask.

The FAA agrees and has added a new exception in paragraph (h)(4) of this AD accordingly.

Request To Allow Other Paint Repair Procedures

Delta requested the FAA add an exception in paragraph (h) of the proposed AD to specify that the note in Airbus Alert Operators Transmission (AOT) A32P034–24, Revision 01, dated May 27, 2025 (the AOT), for repairing any paint damage, provides an accepted procedure, not a required procedure. Delta stated the procedure in that note requires using paint and primer products that are not available to Delta, and that Airbus clarified that the note directing the operator to use certain vendor service information for repairing any paint damage is a general repair instruction and is intended only to guide operators in restoring paint damage. Delta also stated that Airbus confirmed operators may follow standard repair processes via other documentation and that they have no objections to Delta's approved external paint repair process.

The FAA disagrees with this request. The FAA reviewed Airbus's response to Delta and determined that an alternative method of compliance (AMOC) is required to repair paint damage using other methods not specified in the vendor service information referenced in the AOT. Although Airbus has no objection to Delta restoring the paint damage using its approved repair process, the note in the AOT resides under a paragraph designated as Required for Compliance (RC), and that note specifies to repair any damage to paint ''in accordance with'' certain vendor service information. Additionally, the FAA does not consider it appropriate to include provisions in an AD applicable only to a single operator's unique maintenance practices. However, under the provisions of paragraph (i)(1) of this AD, an alternative method of compliance (AMOC) may be requested for a deviation to any procedures identified as required for compliance in the service information. The FAA has not changed the AD in this regard.

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

EASA AD 2025–0150 specifies procedures for detailed visual inspection of the right-hand (RH) and left-hand (LH) MLG brake rod center pin nut, lock ring, and end plate for discrepancies (which include damage to the painted surface, the sealant, or the lockwire; gaps or separations in the sealant; or external corrosion) and applicable corrective actions; and detailed visual inspection of the RH and LH MLG brake rod center pin and nut for discrepancies (which include corrosion of the pin or nut threads, damage or distortion of the threads and splines, deep gouges or scratches penetrating the surface protection, exposure of base material, or need for repair of the cadmium plating), and applicable corrective actions. Corrective actions include replacement of the brake rod pin sub-assembly.

EASA AD 2025–0150 introduces additional work for airplanes with any MLG brake rod pin sub-assembly that has been reinstalled without reinstalling lockwire and applying sealant. The additional work is contacting Airbus for instructions and accomplishing those instructions. EASA AD 2025–0150 also specifies reporting the results of the inspections (including no findings) to the manufacturer.

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.

Interim Action

The FAA considers that this AD is an interim action.

Costs of Compliance

The FAA estimates that this AD affects 3 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Up to 7 work-hours × $85 per hour = $595	$0	Up to $595	Up to $1,785.

The FAA estimates the following costs to do any necessary on-condition action that would be required based on the results of any required actions. The FAA has no way of determining the number of aircraft that might need this on-condition action:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
20 work-hours × $85 per hour = $1,700	$30,399	$32,099

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to take approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177–1524.

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:

2026–22–11 Airbus SAS: Amendment 39–23513; Docket No. FAA–2026–2729; Project Identifier MCAI–2025–00726–T.

(a) Effective Date

This airworthiness directive (AD) is effective December 15, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A350–941 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2025–0150, dated July 14, 2025 (EASA AD 2025–0150).

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing gear.

(e) Unsafe Condition

This AD was prompted by a report of a missing main landing gear (MLG) brake rod center pin nut sub-assembly detected during an inspection. The FAA is issuing this AD to address discrepancies of the MLG brake rod center pin and nut that could lead to detachment of the MLG brake rod center pin nut sub-assembly. This condition, if not addressed, could prevent the extension of the MLG, possibly resulting in damage to the airplane and injury to occupants.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2025–0150.

(h) Exceptions to EASA AD 2025–0150

(1) Where EASA AD 2025–0150 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025–0150 refers to May 9, 2025 (the effective date of EASA AD 2025–0095), this AD requires using the effective date of this AD.

(3) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0150.

(4) Where the material referenced in EASA AD 2025–0150 specifies ''Subtask 321162–40100060004'', this AD requires replacing that text with ''Subtask 321162–40100060004 or the Subtask applicable to your airplane configuration''.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the 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.* Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (i)(2) of this AD, if any material referenced in EASA AD 2025–0150 contains paragraphs that are labeled as RC, the instructions in RC paragraphs, including subparagraphs under an RC paragraph, must be done to comply with this AD; any paragraphs, including subparagraphs under those paragraphs, that are not identified as RC are recommended. The instructions in paragraphs, including subparagraphs under those paragraphs, not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the instructions identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to instructions identified as RC require approval of an AMOC.

(j) Additional Information

For more information about this AD, contact Andrew Younglove, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3644; email: *andrew.e.younglove@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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2025–0150, dated July 14, 2025.

(ii) Reserved.

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@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, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(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 November 6, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–22897 Filed 11–9–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 91, 125, 135, 137, and 145

[Docket No.: FAA–2024–0025 Amdt. Nos. 91–385, 125–78, 135–150, 137–18, and 145–34]

RIN 2120–AL20

Inspection Programs for Single-Engine Turbine-Powered Airplanes and Unmanned Aircraft; and Miscellaneous Maintenance-Related Updates

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

ACTION: Final rule.

SUMMARY: The final rule updates the maintenance inspection requirements for single-engine turbine-powered airplanes and unmanned aircraft. Aircraft owners and operators now have more inspection program options to choose from and more relaxed mechanical reliability reporting requirements. It also clarifies various maintenance-related regulations. This final rule relieves aircraft owners, operators, maintenance providers, and FAA of certain workload burdens by facilitating a more efficient workload for these individuals without compromising aviation safety.

DATES: Effective January 11, 2027.

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

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Bryan B. Davis, Airmen & Special Projects Branch, AFS–320, Aircraft Maintenance Division, Flight Standards Service, Federal Aviation Administration, United CMO (HOU), GL33 2625 Bay Area Boulevard, Suite 400, Houston, Texas 77058–1568; telephone: (281) 929–7013; email: *bryan.davis@faa.gov.*

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