(f) Compliance

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

(g) Required Actions

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2025–0281, dated December 11, 2025 (EASA AD 2025–0281).

(h) Exceptions to EASA AD 2025–0281

(1) Where EASA AD 2025–0281 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt paragraphs (1), (2), (4), and (5) of EASA AD 2025–0281.

(3) Where paragraph (3) of EASA AD 2025–0281 specifies ''Within 12 months after the effective date of this AD, revise the approved AMP'', this AD requires replacing that text with ''Within 30 days after the effective date of this AD, revise the ALS of the existing AMM or ICA and the existing approved maintenance or inspection program, as applicable''.

(4) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2025–0281 is on or before the applicable limitations and associated thresholds as incorporated by the requirements of paragraph (3) of EASA AD 2025–0281 or within 30 days after the effective date of this AD, whichever occurs later.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0281.

(i) Provisions for Alternative Actions and Intervals

After the action required by paragraph (g) of this AD has been done, no alternative actions and associated thresholds and intervals, including any life limits, are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2025–0281.

(j) 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 (k) 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 responsible Flight Standards Office/certificate holding district office.

(k) 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.*

(l) 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 2025–0281, dated December 11, 2025.

(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 EASA AD on the EASA website at *ad.easa.europa.eu.*

(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 November 18, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–23963 Filed 11–24–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–2721; Project Identifier MCAI–2025–00617–T; Amendment 39–23527; AD 2026–24–03]

RIN 2120–AA64

Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. This AD was prompted by a report of multiple in-service failures of pressure regulating shutoff valves (PRSOVs). This AD requires revising the existing airplane flight manual (AFM) to incorporate procedures for reducing the thrust lever or shutting down the engine when the BLEED LEAK caution message is persistent, prohibits operation in known or forecasted icing conditions under certain minimum equipment list (MEL) provisions where the only operative PRSOV is an affected part, and requires replacement of affected PRSOVs with improved PRSOVs. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 30, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 30, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–2721; 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 Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email *TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca.* You may find this material on the Transport Canada website at *tc.canada.ca/en/aviation.*
- 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–2026–2721.

FOR FURTHER INFORMATION CONTACT: Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 907–271–5844; email: *erica.e.bayles@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 Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. The NPRM was published in the **Federal Register** on March 24, 2026 (91 FR 13982). The

NPRM was prompted by Transport Canada AD CF–2025–20, dated April 15, 2025 (Transport Canada AD CF–2025–20) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states that there have been multiple in-service failures of PRSOVs. The PRSOVs allow isolation of the bleed air system in the event of a bleed air leak detection. In case of failure, the inability to isolate a bleed air source combined with a bleed air leak on the same engine side could cause damage to surrounding structures and systems that can prevent continued safe flight and landing.

The MCAI also states the PRSOVs provide bleed air sources from the engines to pneumatic systems. Current master minimum equipment list (MMEL) items allow airplane dispatch with one inoperative PRSOV. In the event of dispatching the airplane with one or both engines bleed ON, the high failure rate of the PRSOVs could lead to a total loss of bleed air systems, thus reducing safety margin and increasing pilots' workload.

In the NPRM, the FAA proposed to require revising the existing AFM to incorporate procedures for reducing the thrust lever or shutting down the engine when the BLEED LEAK caution message is persistent, prohibit operation in known or forecasted icing conditions under certain MEL provisions where the only operative PRSOV is an affected part, and require replacement of affected PRSOVs with improved PRSOVs, as specified in Transport Canada AD CF–2025–20. The FAA is issuing this AD to address the high failure rate of the PRSOVs, which could lead to the inability to isolate a bleed air leak. The unsafe condition, if not addressed, could lead to damage to surrounding structures and systems (*e.g.,* loss of functionality for assisted engine start capability, cabin pressurization, fuel tank inerting, and wing anti-ice systems), which could reduce the safety margin and increase the pilots' workload or 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–2026–2721.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments 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 Revise the Compliance Time

Delta requested that the FAA revise paragraph (h)(2) of the proposed AD to specify the compliance time in aircraft flight hours instead of total flight hours. Delta noted that the engines and PRSOVs are individually tracked and accumulate distinct total flight hours due to part replacement and overall reliability. Delta also noted that the total flight hours accumulated on an airplane could differ from the total flight hours accumulated on an installed PRSOV or engine due to part replacement. Delta stated the requested change clarifies that the compliance time is based on the flight hours accumulated on the airplane from the effective date of the proposed AD, not since airplane delivery.

The FAA agrees that the compliance time for replacing the affected engine PRSOVs is 9,350 flight hours accumulated on the airplane from the effective date of this AD, not since delivery of the airplane. However, it is not necessary to include the word ''aircraft'' because unless otherwise stated, the compliance time applies to flight hours accumulated on the airplane. Accordingly, the FAA has revised paragraph (h)(2) of this AD to specify the compliance time in flight hours, instead of total flight hours. The FAA notes this change is consistent with the service bulletin referenced in Transport Canada AD CF–2025–20, which also specifies the compliance time in flight hours.

Request To Identify the Applicable FAA MMEL Items

Delta requested that the FAA add an exception in paragraph (h) of the proposed AD to depict or list the FAA MMEL items corresponding to the MEL items identified in the MCAI. Delta stated that FAA operators need this clarification because Part II of Transport Canada AD CF–2025–20 only identifies the Transport Canada MMEL items.

The FAA agrees and has added paragraph (h)(4) to this AD to clarify which FAA MMEL items correspond to the MEL items specified in paragraphs A. and B., Part II of Transport Canada AD CF–2025–20.

Request To Allow Use of Other Approved Procedures

Delta requested that the FAA add an exception to the proposed AD to allow replacement of the affected PRSOVs with redesigned PRSOVs in accordance with ''approved procedures'' as an alternative to accomplishing the service bulletin referenced in Transport Canada AD CF–2025–20. Delta stated that the referenced service bulletin does not include alternative methods for replacing the affected PRSOVs, such as replacing an engine equipped with an affected PRSOV with an engine not equipped with an affected PRSOV.

The FAA disagrees with revising the AD to allow replacement of affected PRSOVs using ''approved procedures'' because that language is vague and will result in different and inconsistent application or cause confusion. However, the FAA agrees that replacement of an engine equipped with an affected PRSOV with an engine equipped with a redesigned PRSOV is an acceptable method for addressing the unsafe condition of this AD, provided that the affected PRSOV is replaced using the service information referenced in Transport Canada AD CF–2025–20. Accordingly, the FAA has added paragraph (h)(5) to this AD.

Request To Address Other AD That Prohibits Dispatch Under MMEL Item 36–12–01

Delta requested that the FAA revise the proposed AD to specify AMOCs approved for AD 2026–13–52, Amendment 39–23403 (91 FR 41542, July 7, 2026) (AD 2026–13–52), that address MMEL Item 36–12–01 are applicable to the proposed AD provided that all other actions mandated by this AD are complied with. Delta stated that AD 2026–13–52 requires suspension of several MMEL items, including MMEL Item 36–12–01, which would also be affected by the proposed AD. Delta also stated that it is seeking an AMOC to AD 2026–13–52 to reinstate the use of MMEL Item 36–12–01.

The FAA disagrees with this request. Operators are required to comply with all applicable ADs and can do so by complying with the most restrictive requirement. In the case of this AD and AD 2026–13–52, dispatching an airplane under MMEL Item 36–12–01 and following the additional operational restriction required by this AD will violate the dispatch prohibition of AD 2026–13–52. Therefore, to meet the MMEL requirements of both ADs, an airplane should not be dispatched under the provisions of MMEL Item 36–12–01. If an AMOC is approved for AD 2026–13–52 to allow airplane dispatch under MMEL Item 36–12–01, operators are required to meet the requirements of the approved AMOC and the additional dispatch restriction required by this AD to comply with the MMEL requirements

of both ADs. The FAA has not revised this 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

Transport Canada AD CF–2025–20 specifies procedures for revising the existing AFM to incorporate ''L BLEED LEAK (Caution)'' and ''R BLEED LEAK (Caution)'' procedures instructing pilots to reduce the thrust lever or shut down the engine when the BLEED LEAK caution message is persistent; prohibiting operation in known or forecasted icing conditions under certain MEL provisions where the only operative (functional) PRSOV is part number (P/N) 70115B010001; and replacing the right and left engine PRSOV with a re-designed part having P/N 70115C010001, which includes replacing the PRSOV precooler sense hose assembly, P/N 999D0004–513, with P/N 999D0004–515.

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.

Costs of Compliance

The FAA estimates that this AD affects 112 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 13 work-hours × $85 per hour = $1,105	Up to $30,156 ..	Up to $31,261	Up to $3,501,232.

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:

2026–24–03 Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.): Amendment 39–23527; Docket No. FAA–2026–2721; Project Identifier MCAI–2025–00617–T.

(a) Effective Date

This airworthiness directive (AD) is effective December 30, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Canada Limited Partnership (Type Certificate previously held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Model BD–500–1A10 and BD–500–1A11 airplanes, certificated in any category, as identified in Transport Canada AD CF–2025–20, dated April 15, 2025 (Transport Canada AD CF–2025–20).

(d) Subject

Air Transport Association (ATA) of America Code 36, Pneumatic.

(e) Unsafe Condition

This AD was prompted by a report of multiple in-service failures of pressure regulating shutoff valves (PRSOVs). The FAA is issuing this AD to address the high failure rate of the PRSOVs, which could lead to the inability to isolate a bleed air leak. The unsafe condition, if not addressed, could lead to damage to the surrounding structures and systems (*e.g.,* loss of functionality for assisted engine start capability, cabin pressurization, fuel tank inerting, and wing anti-ice systems), which could reduce the safety margin and increase the pilots' workload or result in loss of continued safe flight and landing.

(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, Transport Canada AD CF–2025–20.

(h) Exception to Transport Canada AD CF–2025–20

(1) Where Transport Canada AD CF–2025–20 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF–2025–20 refers to total hours air time, this AD requires using flight hours.

(3) Where paragraph B. of Part I of Transport Canada AD CF–2025–20 specifies to ''inform all flight crews of these changes in the AFM procedures and thereafter operate the aeroplane accordingly,'' this AD does not require those actions as those actions are already required by existing FAA operating regulations (see 14 CFR 91.9, 91.505, and 121.137).

(4) Where Part II of Transport Canada AD CF–2025–20 specifies to follow an additional operational restriction to not operate the airplane in known or forecasted icings conditions, for airplane dispatch with a single engine bleed PRSOV inoperative under certain Minimum Equipment List (MEL) items: For this AD, the FAA Master Minimum Equipment List (MMEL) items for dispatch with a single engine bleed PRSOV inoperative that correspond to the MEL items identified in paragraphs A. and B., Part II of Transport Canada AD CF–2025–20 are identified in figure 1, figure 2, and figure 3 to paragraph (h)(4) of this AD.

BILLING CODE 4910–13–P

Figure 1 to Paragraph (h)(4) - FAA MMEL Item (Page 36-10) Corresponding to Paragraph A., Part II of Transport Canada AD CF-2025-20

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

REVISION NO. 3
DATE: 06/30/2021

PAGE NO. 36-10

AIRCRAFT:
BD-500-1A10, BD-500-1A11

TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Affected valve is secured CLOSED, b) Associated engine bleed system is selected OFF, c) Flight is conducted at or below FL 310, d) Both air conditioning packs are operative, e) Both equipment bay smoke detectors are operative, f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and g) FLAP 4 landings are prohibited in icing conditions. (Continued)	|

Figure 2 to Paragraph (h)(4) - FAA MMEL Item (Page 36-12) Corresponding to Paragraph A., Part II of Transport Canada AD CF-2025-20

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 3 DATE: 06/30/2021	PAGE NO. 36-12
AIRCRAFT: BD-500-1A10, BD-500-1A11	**TABLE KEY** 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV) (Cont'd)	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted at or below FL 310, d) Equipment bay smoke detectors are verified operative, e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and f) FLAP 4 landings are prohibited in icing conditions.	|

Figure 3 to Paragraph (h)(4) - FAA MMEL Item (Page 36-11) Corresponding to Paragraph B., Part II of Transport Canada AD CF-2025-20

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 3 DATE: 06/30/2021	PAGE NO. 36-11
AIRCRAFT: BD-500-1A10, BD-500-1A11	**TABLE KEY** 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV) (Cont'd)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Affected valve is secured CLOSED, b) Associated engine bleed system is selected OFF and not used, c) Associated air conditioning pack is selected OFF, d) Flight is conducted at or below FL 310, e) Both equipment bay smoke detectors are operative, f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and g) FLAP 4 landings are prohibited in icing conditions. NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations. (Continued)	|

BILLING CODE 4910–13–C

(5) Where Part III of Transport Canada AD CF–2025–20 specifies to replace the left and right engines PRSOV part number (P/N) 70115B010001 with the redesigned PRSOV in accordance with the ''ACLP SB'': For this AD, replacing the right and left engines equipped with PRSOV P/N 70115B010001 with engines equipped with the redesigned PRSOV is acceptable for compliance with the requirements of paragraphs A. and B., Part III of Transport Canada AD CF–2025–20, as applicable, provided the redesigned PRSOV is installed in accordance with the ''ACLP SB'' referenced in Transport Canada AD CF–2025–20.

(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 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 Transport Canada; or Airbus Canada's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (i)(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.

(j) Additional Information

For more information about this AD, contact Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 907–271–5844; email: *erica.e.bayles@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) Transport Canada AD CF–2025–20, dated April 15, 2025.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email *TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca.* You may find this material on the Transport Canada website at *tc.canada.ca/en/aviation.*

(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 23, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–23970 Filed 11–24–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–5150; Airspace Docket No. 25–AAL–148]

RIN 2120–AA66

Establishment of Class E Airspace; Trading Bay Production Airport, Trading Bay, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 feet above the surface at Trading Bay Production Airport, Trading Bay, AK. This action supports the safety and management of instrument flight rules (IFR) operations at the airport.

DATES: Effective date 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: A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at *www.regulations.gov* using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from *www.federalregister.gov.*

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 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Bryantjay T. Toves, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–3465.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it established a Class E airspace area to support IFR operations at Trading Bay Production Airport, Trading Bay, AK.

History

The FAA published an NPRM for Docket No. FAA–2026–5150 in the **Federal Register** (91 FR 53393; August 18, 2026), proposing to establish Class E airspace at Trading Bay Production Airport, Trading Bay, AK. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received, which expressed support for the establishment of Class E airspace.

Differences From the NPRM

After publication of the NPRM, the FAA discovered an administrative error in the proposed legal description's latitude (lat.). This has been corrected within this document to read ''lat. 60°49′01″ N.'' This represents a ministerial change needed to correct an inadvertent error. It does not alter operating requirements or otherwise impose additional burdens on regulated parties. Accordingly, the FAA finds good cause that recirculating the proposal for notice and comment is unnecessary.

Incorporation by Reference

Class E airspace designations are published in paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11M, dated July 30, 2026, and effective September 15, 2026. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11M, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

This action amends 14 CFR part 71 by establishing Class E airspace area extending upward from 700 feet above the surface at Trader Bay Production