The elements of an SM4L5 cycle are short turnaround time between shutdown and start, short ground idle time during taxi (before shutdown), and hotter than nominal ambient conditions.

Note 1 to paragraph (g)(2): Guidance for calculation of an SM4L5 cycle may be found in Appendix C of GE GE90–100 Service Bulletin (SB) 72–0925 R00, dated November 21, 2025 (GE GE90–100 Service Bulletin 72–0925 R00).

(3) The ''1/SM4L5 accumulation rate'' is the part cycles since new (PCSN) divided by the SM4L5 count (Total) cycle.

(4) The ''fast SM4L5 population'' are interstage HPT rotor seals with a 1/SM4L5 accumulation rate that is less than or equal to 45.

(5) The ''medium SM4L5 population'' are interstage HPT rotor seals with a 1/SM4L5 accumulation rate that is greater than 45 and a 1/SM4L5 accumulation rate that is less than 160.

(6) The ''slow SM4L5 population'' are interstage HPT rotor seals with a 1/SM4L5 accumulation rate that is greater than or equal to 160. Parts with an SM4L5 count (Total) that is equal to 0 are classified in the slow SM4L5 population.

(7) The ''SM4L5 count (Baseline) cycles'' are the historical count of SM4L5 cycles accumulated by a specific interstage HPT rotor seal that is currently installed in an engine or previously operated in an engine calculated up to June 17, 2025.

(8) The ''SM4L5 count (Total) cycles'' are the combined count of SM4 and L5 cycles accumulated by an interstage HPT rotor seal during its entire operation, starting from 0 PCSN to the date of review. This includes all SM4L5 exposures from multiple engines with which the interstage HPT rotor seal was associated during its service life.

(h) Required Actions

(1) Within 30 days after the effective date of this AD, determine the SM4L5 count (Baseline), SM4L5 count (Total) cycles, 1/SM4L5 accumulation rate, and SM4L5 population (fast, medium, or slow) of the interstage HPT rotor seal in accordance with Step 3.A.(2) through (4) of the Accomplishment Instructions of GE GE90–100 SB 72–0925 R00.

(2) For fast and medium SM4L5 accumulation population interstage HPT rotor seals, perform the part removal in accordance with paragraph (h)(2)(i) of this AD or perform the inspections and part removal in accordance with paragraphs (h)(2)(ii) and (h)(2)(iii) of this AD.

(i) Before accumulating 150 SM4L5 count (Total) cycles or before accumulating 9,000 PCSN, whichever occurs first after the effective date of this AD, remove the interstage HPT rotor seal from service and replace with a part eligible for installation; or

(ii) Perform initial and repetitive ultrasonic inspections of the HPT rotor seal and remove any interstage HPT rotor seal with a non-serviceable ultrasonic inspection indication within the compliance times specified in, and in accordance with, Step 3.A.(8) of the Accomplishment Instructions of GE GE90–100 SB 72–0925 R00; and

(iii) Before accumulating 200 SM4L5 count (Total) cycles or before accumulating 9,000 PCSN, whichever occurs first after the effective date of this AD, remove the interstage HPT rotor seal from service and replace with a part eligible for installation.

(3) For slow SM4L5 accumulation population interstage HPT rotor seals or for interstage HPT rotor seals that are determined to be in the slow SM4L5 accumulation population after accumulating 9,000 PCSN, before accumulating 150 SM4L5 count (Total) cycles, remove the interstage HPT rotor seal from service and replace with a part eligible for installation.

(i) Terminating Action

Installation of an HPT rotor seal that does not have a P/N identified in paragraph (c) of this AD constitutes terminating action for all the requirements of paragraph (h) of this AD.

(j) No Reporting Requirement

Where GE GE90–100 SB 72–0925 R00 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(k) 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (l) 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.

(l) Additional Information

For more information about this AD, contact Molly Sturgis, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (562) 627–5373; email: *molly.a.sturgis@faa.gov.*

(m) 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.

(i) GE GE90–100 Service Bulletin 72–0925 R00, dated February 3, 2026.

(ii) [Reserved]

(3) For GE material identified in this AD, contact the General Electric Company, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552–3272; email: *aviation.fleetsupport@ge.com;* website: *ge.com.*

(4) 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.

(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 24, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–24099 Filed 11–25–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–15286; Project Identifier MCAI–2026–00322–T]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc., 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 Bombardier, Inc., Model BD–700–1A10 and BD–700–1A11 airplanes. This proposed AD was prompted by a report of an issue with the heads-up display application (HDA) software in avionics software version 5.8 that could result in the HDA being unable to read errors in the graphical engine chip (GE5) local and frame buffer memory during power-up. This proposed AD would require installing avionics software version 5.9 or later approved software version. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by January 11, 2027.

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.* Follow the instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 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* under Docket No. FAA–2026–15286; 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 Transport Canada material identified in this proposed 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.* It is also available at *regulations.gov* under Docket No. FAA–2026–15286.
- 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.

FOR FURTHER INFORMATION CONTACT: William Reisenauer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7300; email: *9-avs-nyaco-cos@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 the **ADDRESSES** section. Include ''Docket No. FAA–2026–15286; Project Identifier MCAI–2026–00322–T'' 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*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

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 William Reisenauer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7300; email: *9-avs-nyaco-cos@faa.gov.* Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF–2026–15, dated March 25, 2026 (Transport Canada AD CF–2026–15) (also referred to as the MCAI), to correct an unsafe condition for certain Bombardier, Inc. Model BD–700–1A10 and BD–700–1A11 airplanes. The MCAI states that there has been a report of an issue with the HDA software in avionics software version 5.8 that could result in the HDA being unable to read errors in the GE5 local and frame buffer memory during power-up. This could lead to the inability of the HDA to blank the heads-up display in the presence of faults within the GE5 memory. If not addressed, this condition could lead to the display of misleading primary flight information such as altitude, flight path vector on approach, air speed on takeoff, radio altitude, and lateral and vertical guidance.

The FAA is proposing this AD to address the unsafe condition on these products, which could result in spatial disorientation, loss of control, and flight into terrain.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–15286.

Material Incorporated by Reference Under 1 CFR Part 51

Transport Canada AD CF–2026–15 specifies procedures for installing avionics software version 5.9, integrated modular avionic applications (IMAA) part number 810–0311–1B0020, or later approved software version.

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

FAA's Determination

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in Transport Canada AD CF–2026–15 described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some civil aviation authority (CAA) ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to incorporate Transport Canada AD CF–2026–15 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with Transport Canada AD CF–2026–15 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Material required by Transport Canada AD CF–2026–15 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–15286 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 734 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
16 work-hours × $85 per hour = $1,360	$34,258	$35,618	*$26,143,612

*The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected operators.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

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

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

Bombardier, Inc.: Docket No. FAA–2026–15286; Project Identifier MCAI–2026–00322–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by January 11, 2027.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model BD–700–1A10 and BD–700–1A11airplanes, certificated in any category, as identified in Transport Canada AD CF–2026–15, dated March 25, 2026 (Transport Canada AD CF–2026–15).

(d) Subject

Air Transport Association (ATA) of America Code 34, Navigation.

(e) Unsafe Condition

This AD was prompted by a report of an issue with the heads-up display application (HDA) software in avionics software version 5.8 that could result in the HDA being unable to read errors in the graphical engine chip (GE5) local and frame buffer memory during power-up, which could lead to the inability of the HDA to blank the heads-up display in the presence of faults within the GE5 memory. The FAA is issuing this AD to address the inability of the HDA to blank the heads-up display in the presence of faults within the GE5 memory. The unsafe condition, if not addressed, could lead to the display of misleading primary flight information such as altitude, flight path vector on approach, air speed on takeoff, radio altitude, and lateral and vertical guidance, which could result in spatial disorientation, loss of control, and flight into terrain.

(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, Transport Canada AD CF–2026–15.

(h) Exception to Transport Canada AD CF–2026–15

Where Transport Canada AD CF–2026–15 refers to its effective date, this AD requires using the effective date of this AD.

(i) No Reporting Requirement

Although the material referenced in Transport Canada AD CF–2026–15 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards 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*. 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, International Validation Branch, FAA; or Transport Canada; or Bombardier, Inc.'s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(k) Additional Information

For more information about this AD, contact William Reisenauer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228 7300; email: *9-avs-nyaco-cos@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 this AD specifies otherwise.

(i) Transport Canada AD CF–2026–15, dated March 25, 2026.

(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.

Paul R. Bernado,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026–24120 Filed 11–25–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

19 CFR Parts 141, 142, 143, and 163

RIN 1685–AA47

[Docket No. USCBP–2026–1058]

Heightened Import Disclosures for Supply Chain Visibility; Extension of Comment Period

AGENCY: U.S. Customs and Border Protection, Department of Homeland Security.

ACTION: Advance notice of proposed rulemaking; extension of comment period.

SUMMARY: This document announces that U.S. Customs and Border Protection (CBP) will extend the comment period for an additional 45 days for interested parties to submit comments on the advance notice of proposed rulemaking (ANPRM) regarding supply chain visibility. The ANPRM was published in the **Federal Register** on September 2, 2026, with comments due on or before December 1, 2026. To allow for as much public participation as possible in the formulation of a Notice of Proposed Rulemaking, CBP is extending the comment period to January 15, 2027.

DATES: The comment period for the ANPRM published on September 2, 2026, at 91 FR 56408, is extended. Comments must be received on or before January 15, 2027.

ADDRESSES: You may submit comments, identified by docket number, through the Federal eRulemaking Portal: *http://www.regulations.gov.* Follow the instructions for submitting comments via docket number Docket No. USCBP–2026–1058.

Instructions: All submissions received must include the agency name and docket number for this rulemaking. All comments received will be posted without change to *http://www.regulations.gov,* including any personal information provided. For detailed instructions on submitting comments and additional information on the rulemaking process, see the ''Public Participation'' heading of the **SUPPLEMENTARY INFORMATION** section of this document.

Docket: For access to the docket to read background documents and submitted comments, go to *http://www.regulations.gov.*

FOR FURTHER INFORMATION CONTACT: For questions regarding the identification of parties involved with imported goods and the collection of foreign export documentation, contact Brandon Lord, Executive Director, Trade Programs, Office of Trade, U.S. Customs and Border Protection, and Salvatore Ingrassia, Acting Executive Director, Cargo and Conveyance Security, Office of Field Operations, U.S. Customs and Border Protection, at (202) 325–4369 or by email at *supplychainvisibility@cbp.dhs.gov.*

SUPPLEMENTARY INFORMATION:

I. Public Participation

Interested persons are invited to participate in this rulemaking by submitting written data, views, or arguments on all aspects of the proposed rulemaking. U.S. Customs and Border Protection (CBP) also invites comments that relate to the economic, environmental, or federalism effects that might result from this proposed rulemaking. Comments that will provide the most assistance to CBP will reference a specific aspect of the proposed rulemaking, explain the reason for any recommendations, and include data, information, or authority that support such recommendations. *See* **ADDRESSES** above for information on how to submit comments.

II. Background

On September 2, 2026, CBP published in the **Federal Register** (91 FR 56408) an Advance Notice of Proposed Rulemaking (ANPRM) that solicited public comments on a variety of proposals related to new requirements enhancing CBP's visibility into the supply chains of goods imported into the United States. The ANPRM permitted the submission of comments on or before December 1, 2026.

Extension of Comment Period

With the goal of developing requirements that will allow CBP to more effectively detect and interdict illicit importations, especially those that are illegally transshipped to evade compliance with U.S. customs and trade laws, CBP believes that it is very important to have as much public participation as possible in the formulation of a future notice of proposed rulemaking. Additional time will allow importers, customs brokers, carriers, and other interested parties, including small businesses, to prepare thorough responses to the specific questions posed in the ANPRM and provide the supporting data and cost information CBP has requested.

Therefore, CBP has decided to allow additional time for the public to submit comments on the ANPRM. Accordingly, the comment period is extended to January 15, 2027.

Susan S. Thomas,

Executive Assistant Commissioner, Office of Trade, U.S. Customs and Border Protection.

[FR Doc. 2026–24149 Filed 11–25–26; 8:45 am]

BILLING CODE 9111–14–P

DEPARTMENT OF AGRICULTURE

Forest Service

36 CFR Part 228

RIN 0596–AD32

Locatable Minerals

AGENCY: Forest Service, Agriculture (USDA).

ACTION: Proposed rule; reopening of the comment period.

SUMMARY: The U.S. Department of Agriculture, Forest Service (Agency) is