

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:

**2026–01–01 Honda Aircraft Company LLC:**  
Amendment 39–23229; Docket No. FAA–2025–1355; Project Identifier AD–2025–00016–A.

#### (a) Effective Date

This airworthiness directive (AD) is effective February 17, 2026.

#### (b) Affected ADs

None.

#### (c) Applicability

This AD applies to Honda Aircraft Company LLC (Honda) Model HA–420 airplanes, serial numbers 42000172, 42000235 through 42000265, and 42000267 through 42000272, certificated in any category, with aileron balance weight part number HJ1–15751–152–003 or HJ1–15751–157–003 installed.

#### (d) Subject

Joint Aircraft System Component (JASC) Code 2710, Aileron Control System.

#### (e) Unsafe Condition

This AD was prompted by the discovery that the gap between the trailing edge wing nut plates and leading edge aileron balance weights may be less than the minimum required clearance. The FAA is issuing this AD to prevent jamming or contact between the balance weights and the nut plates. The unsafe condition, if not addressed, could result in loss of control of the airplane.

#### (f) Compliance

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

#### (g) Required Actions

Before further flight after the effective date of this AD, replace the left and right aileron fixed balance weights in accordance with steps 3.0(3) through 3.0(8) of the Accomplishment Instructions in Honda Aircraft Company Service Bulletin No. SB–420–27–011, Revision B, dated December 12, 2024, except as provided in paragraphs (g)(1) through (3) of this AD.

(1) Instead of discarding parts, you must remove those parts from service.

(2) This AD does not require returning parts to the manufacturer.

(3) Instead of contacting Honda if proper aileron balance cannot be attained using adjustable balance weights, this AD requires attaining proper aileron balance using a procedure approved by the Manager, East Certification Branch, FAA.

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

(1) The Manager, East Certification 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 East Certification Branch, send it to the attention of the person identified in paragraph (i) of this AD and email to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) For material that contains steps that are labeled as RC the provisions of paragraphs (h)(3)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

#### (i) Additional Information

For more information about this AD, contact Tuan Tran, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5522; email: [ECB-COS@faa.gov](mailto:ECB-COS@faa.gov).

#### (j) 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) Honda Aircraft Company Service Bulletin No. SB–420–27–011, Revision B, dated December 12, 2024.

(ii) [Reserved]

(3) For Honda Aircraft Company material identified in this AD, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, NC 27410; phone: (336) 662–0246; website: [hondajet.com](http://hondajet.com).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on January 8, 2026.

**Steven W. Thompson,**

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

[FR Doc. 2026–00454 Filed 1–12–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 97

[Docket No. 31643; Amdt. No. 4199]

### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

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

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational

facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective January 13, 2026. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 13, 2026.

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

#### For Examination

1. U.S. Department of Transportation, Docket Ops–M30, 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, DC 20590–0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Information Services, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit [www.archives.gov/federal-register/cfr/ibr-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

#### Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

#### FOR FURTHER INFORMATION CONTACT:

Rune Duke, Manager (Acting), Standards Section, Flight Procedures and Airspace Group, Aviation Safety, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., STB Annex, Bldg. 26, Room 217, Oklahoma City, OK 73099. Telephone (405) 954–1139.

**SUPPLEMENTARY INFORMATION:** This rule amends 14 CFR part 97 by establishing, amending, suspending, or removes SIAPS, Takeoff Minimums and/or ODPS. The complete regulatory description of each SIAP and its

associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR 97.20. The applicable FAA Forms are 8260–3, 8260–4, 8260–5, 8260–15A, 8260–15B, when required by an entry on 8260–15A, and 8260–15C.

The large number of SIAPs, Takeoff Minimums and ODPs, their complex nature, and the need for a special format make publication in the **Federal Register** expensive and impractical. Further, pilots do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the types of SIAPS, Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure, and the amendment number.

#### Availability and Summary of Material Incorporated by Reference

The material incorporated by reference is publicly available as listed in the **ADDRESSES** section.

The material incorporated by reference describes SIAPS, Takeoff Minimums and/or ODPs as identified in the amendatory language for part 97 of this final rule.

#### The Rule

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as amended in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flights safety relating directly to published aeronautical charts.

The circumstances that created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures

(TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C. 553(d), good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### Lists of Subjects in 14 CFR Part 97

Air traffic control, Airports, Incorporation by reference, Navigation (air).

Issued in Washington, DC, on January 2, 2026.

**Rune Duke,**

*Manager (Acting), Standards Section, Flight Procedures and Airspace Group, Flight Technologies & Procedures Division, Federal Aviation Administration.*

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, 14 CFR part 97 is amended by establishing, amending, suspending, or removing Standard Instrument Approach Procedures and/or Takeoff Minimums and Obstacle Departure Procedures effective at 0901 UTC on the dates specified, as follows:

#### PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

■ 1. The authority citation for part 97 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721–44722.

■ 2. Part 97 is amended to read as follows:

*Effective 19 February 2026*

Stamford, TX, F56, RNAV (GPS) RWY 17, Orig-E  
 Stamford, TX, F56, RNAV (GPS) RWY 35, Orig-D

*Effective 19 March 2026*

Camden, AL, 61A, RNAV (GPS) RWY 18, Orig-B  
 Camden, AL, 61A, RNAV (GPS) RWY 36, Orig-A  
 Greenville, AL, PRN, Takeoff Minimums and Obstacle DP, Amdt 1A  
 Magnolia, AR, AGO, RNAV (GPS) RWY 36, Amdt 1D  
 Newport, AR, M19, Takeoff Minimums and Obstacle DP, Amdt 1  
 Buckeye, AZ, BXX, RNAV (GPS) RWY 17, Orig  
 Buckeye, AZ, BXX, RNAV (GPS) RWY 35, Orig  
 Buckeye, AZ, KBXX, Takeoff Minimums and Obstacle DP, Orig  
 Miami, FL, MIA, RNAV (RNP) Y RWY 12, Orig-E  
 Quitman, GA, 4J5, RNAV (GPS) RWY 10, Amdt 2  
 Quitman, GA, 4J5, Takeoff Minimums and Obstacle DP, Amdt 1  
 Winder, GA, WDR, NDB RWY 31, Amdt 9E, CANCELED  
 Le Mars, IA, LRJ, Takeoff Minimums and Obstacle DP, Amdt 4  
 Marshalltown, IA, MIW, RNAV (GPS) RWY 13, Amdt 1C  
 Marshalltown, IA, MIW, RNAV (GPS) RWY 31, Amdt 1C  
 Sac City, IA, SKI, Takeoff Minimums and Obstacle DP, Amdt 1  
 Chicago/Prospect Heights/Wheeling, IL, PWK, RNAV (GPS) RWY 16, Amdt 2B  
 Chicago/Romeoville, IL, LOT, Takeoff Minimums and Obstacle DP, Amdt 2  
 Chicago/West Chicago, IL, DPA, Takeoff Minimums and Obstacle DP, Amdt 2  
 Monmouth, IL, C66, Takeoff Minimums and Obstacle DP, Amdt 3  
 Bedford, IN, BFR, Takeoff Minimums and Obstacle DP, Amdt 1  
 Crawfordsville, IN, CFJ, NDB RWY 5, Amdt 7  
 Crawfordsville, IN, CFJ, RNAV (GPS) RWY 5, Amdt 2  
 Crawfordsville, IN, CFJ, RNAV (GPS) RWY 23, Amdt 2  
 Crawfordsville, IN, CFJ, Takeoff Minimums and Obstacle DP, Amdt 2  
 Gary/Chicago, IN, GYY, Takeoff Minimums and Obstacle DP, Amdt 9  
 New Castle, IN, UWL, RNAV (GPS) RWY 10, Amdt 1A  
 New Castle, IN, UWL, RNAV (GPS) RWY 28, Amdt 1A  
 New Castle, IN, UWL, Takeoff Minimums and Obstacle DP, Amdt 1B  
 Junction City, KS, 3JC, Takeoff Minimums and Obstacle DP, Amdt 2B  
 Deblois, ME, 43B, DEBLOIS TWO, Graphic DP  
 Deblois, ME, 43B, Takeoff Minimums and Obstacle DP, Amdt 1  
 Lincoln, ME, LRG, RNAV (GPS) RWY 16, Amdt 1A  
 Lincoln, ME, LRG, RNAV (GPS) RWY 34, Amdt 2A  
 Oxford, MS, UOX, VOR-A, Amdt 5B, CANCELED

Manteo, NC, MQI, Takeoff Minimums and Obstacle DP, Amdt 2A  
 Waxhaw, NC, N52, RNAV (GPS) RWY 4, Amdt 1  
 Waxhaw, NC, N52, RNAV (GPS) RWY 22, Orig-B  
 Oshkosh, NE, OKS, NDB RWY 12, Amdt 1E  
 Dansville, NY, DSV, RNAV (GPS) RWY 14, Orig-D  
 Dansville, NY, DSV, RNAV (GPS)-A, Amdt 1  
 Cleveland, OH, CLE, ILS OR LOC RWY 6R, ILS RWY 6R (SA CAT II), Amdt 23  
 Cleveland, OH, CGF, ILS OR LOC RWY 24, Amdt 17  
 Cleveland, OH, CGF, RNAV (GPS) RWY 6, Amdt 3  
 Cleveland, OH, CGF, RNAV (GPS) RWY 24, Amdt 2A  
 Cleveland, OH, BKL, RNAV (GPS) RWY 24R, Amdt 2  
 Cleveland, OH, BKL, Takeoff Minimums and Obstacle DP, Amdt 8  
 Cleveland, OH, BKL, ZEYOU ONE, Graphic DP  
 Dayton, OH, DAY, ILS OR LOC RWY 24R, Amdt 10C  
 Dayton, OH, DAY, RNAV (GPS) RWY 6R, Amdt 1D  
 Dayton, OH, GDK, Takeoff Minimums and Obstacle DP, Amdt 4  
 Mansfield, OH, MFD, RNAV (GPS) RWY 14, Amdt 1C  
 Mansfield, OH, MFD, RNAV (GPS) RWY 23, Amdt 1B  
 Mansfield, OH, MFD, RNAV (GPS) RWY 32, Orig-G  
 Medina, OH, 1G5, RNAV (GPS) RWY 27, Amdt 1  
 Willoughby, OH, LNN, RNAV (GPS) RWY 10, Amdt 1  
 Willoughby, OH, LNN, RNAV (GPS) RWY 28, Amdt 1  
 Guymon, OK, GUY, NDB RWY 18, Amdt 5E, CANCELED  
 Indiana, PA, IDI, Takeoff Minimums and Obstacle DP, Amdt 1  
 Columbia/Mount Pleasant, TN, MRC, RNAV (GPS) RWY 6, Amdt 1  
 Columbia/Mount Pleasant, TN, MRC, RNAV (GPS) RWY 24, Amdt 1  
 Nashville, TN, BNA, ILS OR LOC RWY 20R, Amdt 13  
 Union City, TN, UCY, Takeoff Minimums and Obstacle DP, Amdt 1A  
 Bryan, TX, CFD, RNAV (GPS) RWY 15, Amdt 1D  
 Bryan, TX, CFD, RNAV (GPS) RWY 33, Amdt 1C  
 Floydada, TX, 41F, Takeoff Minimums and Obstacle DP, Amdt 1  
 Plains, TX, F98, Takeoff Minimums and Obstacle DP, Amdt 1  
 Culpeper, VA, CJR, NDB RWY 4, Orig-C, CANCELED  
 Lynchburg, VA, W24, Takeoff Minimums and Obstacle DP, Amdt 2  
 Newport News, VA, PHF, ILS OR LOC RWY 7, Amdt 35A  
 Newport News, VA, PHF, ILS OR LOC RWY 25, Amdt 2B  
 Newport News, VA, PHF, LOC RWY 20, Amdt 2  
 Newport News, VA, PHF, RNAV (GPS) RWY 2, Amdt 2  
 Newport News, VA, PHF, RNAV (GPS) RWY 7, Amdt 5

Newport News, VA, PHF, RNAV (GPS) RWY 20, Amdt 3  
 Newport News, VA, PHF, RNAV (GPS) RWY 25, Amdt 4  
 Norfolk, VA, ORF, Takeoff Minimums and Obstacle DP, Amdt 2  
 Norfolk, VA, ORF, VOR RWY 14, Amdt 3, CANCELED  
 Norfolk, VA, ORF, VOR/DME RWY 32, Amdt 4F, CANCELED  
 Tangier, VA, TGI, RNAV (GPS)-B, Amdt 2  
 Eastsound, WA, ORS, SQURL TWO, Graphic DP  
 Amery, WI, AHH, RNAV (GPS) RWY 18, Amdt 1C  
 Amery, WI, AHH, RNAV (GPS) RWY 36, Amdt 1C  
 Big Piney, WY, BPI, RNAV (GPS) RWY 32, Amdt 1A  
 Big Piney, WY, BPI, Takeoff Minimums and Obstacle DP, Amdt 1A  
 Big Piney, WY, BPI, VOR RWY 32, Amdt 4A  
 [FR Doc. 2026-00452 Filed 1-12-26; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF STATE****22 CFR Part 172**

[Public Notice: 12905]

RIN 1400-AG21

**Service of Process; Address Change****AGENCY:** Department of State.**ACTION:** Final rule.

**SUMMARY:** This rule provides a change in the address for service of process for summonses, complaints, or other legal documents directed to the Department of State or to any Department employee or former employee in connection with federal or state litigation.

**DATES:** This rule is effective January 13, 2026.

**FOR FURTHER INFORMATION CONTACT:**

Alice Kottmyer, Attorney Adviser,  
 Office of Management, *kottmyeram@state.gov*.

**SUPPLEMENTARY INFORMATION:** As a result of the 2025 reorganization of functions within the Department of State, the office formerly designated to receive service of process has been eliminated. The office now designated to receive service of legal documents, including commercial garnishments, is the Office of the Executive Secretariat. This final rule makes that change. The Department will also coordinate with the Office of Personnel Management to change the Department's address for service of process listed in Appendix A of 5 CFR part 581.

In addition, the National Defense Authorization Act for FY 2026 changed the names of some Department bureaus, including the Bureau of Human