

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2026-1334; Project Identifier AD-2025-01336-E; Amendment 39-23269; AD 2026-04-09]

RIN 2120-AA64

**Airworthiness Directives; General Electric Company Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain General Electric Company (GE) Model GENx-1B64, GENx-1B64/P1, GENx-1B64/P2, GENx-1B67, GENx-1B67/P1, GENx-1B67/P2, GENx-1B70, GENx-1B70/75/P1, GENx-1B70/75/P2, GENx-1B70/P1, GENx-1B70/P2, GENx-1B70C/P1, GENx-1B70C/P2, GENx-1B74/75/P1, GENx-1B74/75/P2, GENx-1B76/P2, GENx-1B76A/P2, GENx-2B67, GENx-2B67/P, and GENx-2B67B engines. This AD was prompted by a report of a quality escape for certain high-pressure compressor (HPC) stage 5 blisks manufactured from a single forged ingot with a nonconforming indication. This AD requires replacement of certain HPC stage 5 blisks with parts eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective March 11, 2026.

The FAA must receive comments on this AD by April 10, 2026.

**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-2026-1334; 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, any comments

received, and other information. The street address for Docket Operations is listed above.

**FOR FURTHER INFORMATION CONTACT:** Itanza Young, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (206) 482-6306; email: *itanza.n.young@faa.gov*.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include “Docket No. FAA-2026-1334; Project Identifier AD-2025-01336-E” at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, 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 final rule 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 final rule.

**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 AD 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 AD, 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 AD. Submissions containing CBI should be sent to Itanza Young, 2200 South 216th Street, Des Moines, WA 98198. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

**Background**

The FAA received a report of a quality escape on certain HPC stage 5 blisks that are installed on certain GE Model

GENx-1B64, GENx-1B64/P1, GENx-1B64/P2, GENx-1B67, GENx-1B67/P1, GENx-1B67/P2, GENx-1B70, GENx-1B70/75/P1, GENx-1B70/75/P2, GENx-1B70/P1, GENx-1B70/P2, GENx-1B70C/P1, GENx-1B70C/P2, GENx-1B74/75/P1, GENx-1B74/75/P2, GENx-1B76/P2, GENx-1B76A/P2, GENx-2B67, GENx-2B67/P, and GENx-2B67B engines. A manufacturer investigation revealed that a nonconforming indication was discovered in a single forged ingot used to manufacture the affected parts, potentially making them susceptible to failure earlier than previously determined. The FAA is issuing this AD to prevent fracture and subsequent uncontained release of certain HPC stage 5 blisks. This condition, if not addressed, could result in uncontained debris release, damage to the engine, and damage to the airplane. The FAA is issuing this AD to address the unsafe condition on these products.

**FAA’s Determination**

The FAA is issuing this AD because the agency determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

**AD Requirements**

This AD requires replacement of certain HPC stage 5 blisks with parts eligible for installation.

**Justification for Immediate Adoption and Determination of the Effective Date**

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

The FAA justifies waiving notice and comment prior to adoption of this rule because no domestic operators are affected by this AD. It is unlikely that the FAA will receive any adverse comments or useful information about this AD from any U.S. operator.

Accordingly, notice and opportunity for prior public comment are unnecessary, pursuant to 5 U.S.C. 553(b). In addition, for the foregoing reason(s), the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days.

**Regulatory Flexibility Act**

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because FAA

has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

**Costs of Compliance**

The FAA estimates that this AD affects 0 engines installed on airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Remove and replace HPC stage 5 blisk .....	8 work-hours × \$85 per hour = \$680 .....	\$260,951 (prorated) ..	\$261,631	\$0

**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, and
- (2) Will not affect intrastate aviation in Alaska.

**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:

**2026-04-09 General Electric Company:**  
Amendment 39-23269; Docket No. FAA-2026-1334; Project Identifier AD-2025-01336-E.

**(a) Effective Date**

This airworthiness directive (AD) is effective March 11, 2026.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to General Electric Company Model GENx-1B64, GENx-1B64/P1, GENx-1B64/P2, GENx-1B67, GENx-1B67/P1, GENx-1B67/P2, GENx-1B70, GENx-1B70/P1, GENx-1B70/P2, GENx-1B70/P1, GENx-1B70/P2, GENx-1B70C/P1, GENx-1B70C/P2, GENx-1B74/75/P1, GENx-1B74/75/P2, GENx-1B76/P2, GENx-1B76A/P2, GENx-2B67, GENx-2B67/P, and GENx-2B67B engines with a high-pressure compressor (HPC) stage 5 blisk having part number (P/N) 2357M35P02 installed and a serial number (S/N) referenced in paragraphs (c)(1) through (3) of this AD:

- (1) S/N TMT214T8
- (2) S/N TMT214T9
- (3) S/N TMT218UA

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

**(e) Unsafe Condition**

This AD was prompted by a report of certain HPC stage 5 blisks manufactured from a single forged ingot with a nonconforming indication. The FAA is issuing this AD to prevent fracture and subsequent uncontained release of certain HPC stage 5 blisks. The unsafe condition, if not addressed, could result in uncontained debris release, damage to the engine, and damage to the airplane.

**(f) Compliance**

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

**(g) Definitions**

- For the purpose of this AD:
  - (1) A part “eligible for installation” is any HPC stage 5 blisk that does not have a P/N and S/N identified in paragraph (c) of this AD.
  - (2) A “piece-part exposure” is when the affected part is removed from the engine and completely disassembled.

**(h) Required Actions**

At the next piece-part exposure or before exceeding 7,700 cycles since new, whichever occurs first after the effective date of this AD, remove the affected HPC stage 5 blisk from service and replace with a part eligible for installation.

**(i) 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 (j) of this AD and email to: [AMOC@faa.gov](mailto: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.

**(j) Additional Information**

For more information about this AD, contact Itanza Young, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (206) 482-6306; email: [itanza.n.young@faa.gov](mailto:itanza.n.young@faa.gov).

**(k) Material Incorporated by Reference**

None.

Issued on February 19, 2026.

**Peter A. White,**

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

[FR Doc. 2026-03613 Filed 2-23-26; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2025-0478; Project Identifier MCAI-2024-00647-A; Amendment 39-23254; AD 2026-03-05]**

RIN 2120-AA64

#### Airworthiness Directives; Embraer S.A. Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2023-22-11, which applied to certain Embraer S.A. (Embraer) Model EMB-505 airplanes. AD 2023-22-11 required repetitively replacing the clutch retaining bolt and washer of the aileron autopilot servo mount. Since the FAA issued AD 2023-22-11, the FAA has determined that the applicability should include certain Model EMB-505 airplanes and, for certain airplanes, an additional requirement is necessary for the initial replacement of the retaining bolt and washer. This AD incorporates these additional airplanes into the applicability, adds the additional requirement, and also provides an optional terminating action for the repetitive retaining bolt and washer replacement. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective March 31, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of March 31, 2026.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-0478; 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 Agência Nacional de Aviação Civil (ANAC) material identified in this AD, contact ANAC, Continuing Airworthiness Technical Branch (GTAC), Rua Doutor Orlando Feirabend Filho, 230—Centro Empresarial Aquarius-Torre B-Andares 14 a 18, Parque Residencial Aquarius, CEP 12.246-190—São José dos Campos—SP, Brazil; phone: 55 (12) 3203-6600; email: [pac@anac.gov.br](mailto:pac@anac.gov.br); website: [anac.gov.br/en/](http://anac.gov.br/en/). You may find this material on the ANAC website at [sistemas.anac.gov.br/certificacao/DA/DAE.asp](http://sistemas.anac.gov.br/certificacao/DA/DAE.asp).

- 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. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-0478.

**FOR FURTHER INFORMATION CONTACT:** Jim Rutherford, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4165; email: [jim.rutherford@faa.gov](mailto:jim.rutherford@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2023-22-11, Amendment 39-22595 (88 FR 80565, November 20, 2023) (AD 2023-22-11). AD 2023-22-11 applied to certain serial-numbered Embraer Model EMB-505 airplanes. The FAA issued AD 2023-22-11 to address failure of the clutch retaining bolt of the aileron autopilot servo mount, which could disengage the clutch from the drive pin and jam the aileron controls and result in reduced controllability of the airplane.

The NPRM was published in the **Federal Register** on April 3, 2025 (90 FR 14587). The NPRM was prompted by ANAC AD 2023-02-01R3, effective October 25, 2024 (ANAC AD 2023-02-01R3) (also referred to as the MCAI), issued by ANAC, which is the aviation authority for Brazil. The MCAI maintains the applicability of ANAC AD 2023-02-01R2, effective October 16, 2024 (ANAC AD 2023-02-01R2) [no FAA corresponding AD], to include all Embraer Model EMB-505 airplanes, require initial replacement of the retaining bolt and washer, and require repetitively replacing the aileron autopilot servo mount clutch retaining bolt and washer. It also includes an optional terminating action for the

repetitive replacement of the aileron autopilot servo mount clutch retaining bolt and washer by replacing the cable guard, clutch cartridge, bolt, and washer with new parts having new part numbers.

In the NPRM, the FAA proposed to retain some of the requirements of AD 2023-22-11, specifically the repetitive replacement requirements. Additionally, in the NPRM, the FAA proposed to require accomplishing the actions specified in ANAC AD 2023-02-01R3 described previously, except for any differences identified as exceptions in the regulatory text of this AD. 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](https://www.regulations.gov) under Docket No. FAA-2025-0478.

#### Discussion of Final Airworthiness Directive

##### Supportive Comments

The FAA received comments from four commenters; three anonymous commenters and one individual commenter. All four commenters supported the NPRM without change.

##### Other Comments

The FAA also received 10 other comments from one anonymous commenter. Six comments were questions for the FAA. Four comments were recommendations made to the FAA. In summary, the anonymous commenter's concerns involved a question on the FAA evaluation of the environmental impact of increased maintenance, a recommendation for the FAA to consider subsidies to help defray the financial burden on small operators, a question about what measures are in place to maintain safety from exposure to hazards resulting from increased maintenance, a recommendation that the FAA should encourage data collection through voluntary reporting for future safety analysis, a question on how the FAA plans to coordinate implementation of this AD with international aviation authorities, a recommendation about seeking a long-term solution eliminating repetitive replacements, a question on specific training to ensure proper replacement procedures for the proposed required actions, a recommendation that the FAA assesses the availability of replacement parts, a question about how the FAA will assess the effectiveness of this AD and mitigate additional safety risks, and a recommendation that the FAA maintain transparency about the outcomes of this