

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:

2026-07-05 Costruzioni Aeronautiche Tecnam S.P.A.: Amendment 39-23300; Docket No. FAA-2026-2728; Project Identifier MCAI-2026-00092-A.

(a) Effective Date

This airworthiness directive (AD) is effective April 20, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Costruzioni Aeronautiche Tecnam S.P.A. (Tecnam) Model P2010 airplanes, up to and including serial number 335, certificated in any category, that are equipped with a Lycoming IO-390 engine (MOD2010/078).

(d) Subject

Joint Aircraft System Component (JASC) Code 7800, Engine Exhaust System.

(e) Unsafe Condition

This AD was prompted by a report of unrecoverable loss of engine power. The FAA is issuing this AD to detect and address

blockage of the exhaust system due to potential failure of the exhaust muffler flame tube. The unsafe condition, if not addressed, could result in loss of engine power and loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 25 hours time-in-service (TIS) or 30 days, whichever occurs first after the effective date of this AD, and thereafter, at intervals not to exceed 200 hours TIS, perform a detailed borescope inspection (BSI) of the exhaust muffler flame tube for cracks, fractures, or evidence of crack or fracture initiation, in accordance with Appendix A of the Accomplishment Instructions in TECNAM Service Bulletin (SB) 937-CS-Ed. 2, Rev. 1, dated February 26, 2026 (TECNAM SB 937-CS-Ed. 2, Rev. 1).

(2) If any crack, fracture, or evidence of crack or fracture initiation is detected during any BSI required by paragraph (g)(1) of this AD, before further flight, repair using a method approved by the Manager, International Validation Branch, FAA; European Union Aviation Safety Agency (EASA); or Tecnam's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(h) Optional Terminating Action

Revising the aircraft maintenance program for your airplane to include TECNAM P2010-Maintenance Manual, Tecnam P2010 AMM Supplement S6, Ed. 2, Rev. 2, dated January 8, 2026, constitutes an acceptable method to comply with the requirements of paragraphs (g)(1) and (2) of this AD.

(i) No Reporting Requirement

Although TECNAM SB 937-CS-Ed. 2, Rev. 1, specifies to submit information to the manufacturer, this AD does not require that action.

(j) Credit for Previous Actions

You may take credit for the actions required by paragraphs (g)(1) and (2) of this AD if you performed those actions before the effective date of this AD using TECNAM Service Bulletin SB 937-CS-Ed. 1, Rev. 0, dated September 16, 2025; or TECNAM Service Bulletin SB 937-CS-Ed. 2, Rev. 0, dated January 7, 2026.

(k) Special Flight Permits

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed.

(l) 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 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 (m) 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.

(m) Additional Information

For more information about this AD, contact George Weir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-4045; email: george.a.weir@faa.gov.

(n) 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) TECNAM Service Bulletin SB 937-CS-Ed. 2, Rev. 1, dated February 26, 2026.

(ii) TECNAM P2010-Maintenance Manual, Tecnam P2010 AMM Supplement S6, Ed. 2, Rev. 2, dated January 8, 2026.

(3) For TECNAM material identified in this AD, contact Costruzioni Aeronautiche Tecnam S.P.A., Via Maiorise, 81043 Capua CE, Italy; phone: +39 0823 997538; email: technical.support@tecnam.com; website: tecnam.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 or email fr.inspection@nara.gov.

Issued on March 31, 2026.

Christopher R. Parker,

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

[FR Doc. 2026-06532 Filed 4-2-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-1024; Airspace Docket No. 26-AEA-2]

RIN 2120-AA66

Amendment of Class D and Class E2 Airspace Over Binghamton, NY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D and Class E2 airspace at Greater Binghamton Airport/Edwin A. Link

Field, Binghamton, NY. This action reduces the lateral dimensions of the Binghamton, NY Class D and Class E2 airspace, which are overlays, from a 4.4-mile radius of the airport to a 4.3-mile radius of the airport.

DATES: Effective 0901 UTC, July 9, 2026. 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 a day, 365 days a year. An electronic copy of this document may also be downloaded from www.federalregister.gov.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, as well as subsequent amendments, can be viewed online at www.faa.gov/air_traffic/publications/. For further information, you may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; Telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-5589.

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 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 amends Class D and Class E2 airspace in Binghamton, NY.

History

The FAA published an NPRM for Docket No. FAA-2026-1024 in the

Federal Register (91 FR 3700; January 28, 2026), proposing to amend Class D and Class E2 airspace above Binghamton, NY. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Incorporation by Reference

Class D and Class E2 airspace designations are published in paragraphs 5000 and 6002 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 latest version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, 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 modifying both the Class D airspace and the Class E2 airspace, which are overlays, for Greater Binghamton Airport/Edwin A. Link Field, Binghamton, NY. Controlled airspace is necessary for the safety and management of IFR operations in the area for existing instrument approach procedures. A review of the current airspace revealed a need for this reduction in the lateral dimensions.

This action reduces the lateral dimensions of the Binghamton, NY Class D airspace, serving Greater Binghamton Airport/Edwin A. Link Field, from a 4.4-mile radius of the airport to a 4.3-mile radius of the airport.

This action also reduces the lateral dimensions of the Binghamton, NY Class E2 airspace, serving Greater Binghamton Airport/Edwin A. Link Field, from a 4.4-mile radius of the airport to a 4.3-mile radius of the airport.

Regulatory Notices and Analyses

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. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1G, "FAA National Environmental Policy Act Implementing Procedures" paragraph B-2.5(a). This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

Paragraph 5000 Class D Airspace
* * * * *

AEA NY D Binghamton, NY [Amended]

Greater Binghamton Airport/Edwin A. Link Field, NY
(Lat. 42°12'30" N, long. 75°58'47" W)

That airspace extending upward from the surface to and including 4,100 feet MSL within a 4.3-mile radius of Greater Binghamton Airport/Edwin A. Link Field. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be

continuously published in the Chart Supplement.

* * * * *

Paragraph 6002 Class E Airspace Areas Designated as Surface Areas

* * * * *

AEA NY E2 Binghamton, NY [Amended]

Greater Binghamton Airport/Edwin A. Link Field, NY

(Lat. 42°12'30" N, long. 75°58'47"W)

That airspace extending upward from the surface within a 4.3-mile radius of Greater Binghamton Airport/Edwin A. Link Field. This Class E airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Chart Supplement.

* * * * *

Issued in College Park, Georgia, on April 1, 2026.

Patrick Young,

Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2026-06543 Filed 4-2-26; 8:45 am]

BILLING CODE 4910-13-P

SOCIAL SECURITY ADMINISTRATION

20 CFR Parts 404 and 406

[Docket No. SSA-2025-0189]

RIN 0960-AJ05

Rescission of Obsolete Regulations Addressing Drug Addiction and Alcoholism Under Titles II and XVI of the Social Security Act

AGENCY: Social Security Administration.

ACTION: Final rule.

SUMMARY: This rule rescinds obsolete drug addiction and alcoholism (DAA) regulations.

DATES: This final rule is effective on April 3, 2026.

FOR FURTHER INFORMATION CONTACT: Michael J. Goldstein, Director, Medical Policy, Social Security Administration, 6401 Security Boulevard, Baltimore, MD 21235-6401, (410) 965-1020. For more information on eligibility or filing for benefits, call our national toll-free number, 1-800-772-1213, or TTY 1-800-325-0778, or visit our internet site, Social Security Online, at <http://www.ssa.gov>.

SUPPLEMENTARY INFORMATION: The President's Executive Order (E.O.) 14219, *Ensuring Lawful Governance and Implementing the President's "Department of Government Efficiency"*

Deregulatory Initiative,¹ (issued February 19, 2025), directed all agency heads to review regulations within their purview and rescind or modify those that meet the criteria specified in the E.O.²

SSA conducted such a review and identified obsolete provisions in 20 CFR parts 404 and 416 related to drug addiction and alcoholism (DAA) policies. These DAA regulations are obsolete because they do not reflect our current policies, which went into effect with the enactment of the Contract with America Advancement Act of 1996 (Contract with America Act).³ Because our regulations were never updated, they do not represent the best reading of the underlying statutory authority granted by the Contract with America Act. This final rule will rescind these obsolete provisions. This removal will align our regulations with the Contract with America Act. Through its updating and streamlining to ensure only relevant regulations remain, it also accords with E.O. 14219.

Although we have not yet rescinded these regulatory sections, we have always followed the provisions of the Contract with America Act since its enactment. Accordingly, while this rescission will simply streamline our regulations by removing obsolete information, it will not cause any actual policy or procedural changes.

¹ 90 FR 10583.

² Section 2 of E.O. 14219 specified that agency heads shall identify the following classes of regulations: "(i) unconstitutional regulations and regulations that raise serious constitutional difficulties, such as exceeding the scope of the power vested in the Federal Government by the Constitution; (ii) regulations that are based on unlawful delegations of legislative power; (iii) regulations that are based on anything other than the best reading of the underlying statutory authority or prohibition; (iv) regulations that implicate matters of social, political, or economic significance that are not authorized by clear statutory authority; (v) regulations that impose significant costs upon private parties that are not outweighed by public benefits; (vi) regulations that harm the national interest by significantly and unjustifiably impeding technological innovation, infrastructure development, disaster response, inflation reduction, research and development, economic development, energy production, land use, and foreign policy objectives; and (vii) regulations that impose undue burdens on small business and impede private enterprise and entrepreneurship."

³ Public Law 104-121 ([govinfo.gov/content/pkg/PLAW-104publ121/html/PLAW-104publ121.htm](https://www.govinfo.gov/content/pkg/PLAW-104publ121/html/PLAW-104publ121.htm)). The Contract with America Act requires that no individual can be found disabled when DAA is a "contributing factor material to the determination of disability." The law also terminated eligibility of DAA beneficiaries receiving SSI or SSDI unless those individuals appealed and were found to be disabled on a separate basis. Though we did not update our regulations, we followed the law in agency practices and policies, ensuring full compliance.

In accordance with section 702(a)(5) of the Social Security Act, 42 U.S.C. 902(a)(5), we follow the Administrative Procedure Act (APA) rulemaking procedures specified in 5 U.S.C. 553 in promulgating regulations. Generally, the APA requires that an agency provide prior notice and opportunity for public comment before issuing a final regulation. The APA provides exceptions to the notice-and-comment requirements when an agency finds there is good cause for dispensing with such procedures because they are impracticable, unnecessary, or contrary to the public interest. 5 U.S.C. 553(b)(B).

We determined that good cause exists under 5 U.S.C. 553(b)(B) for dispensing with the notice and public comment procedures. We determined that opportunity for prior comment is unnecessary because this final rule merely removes obsolete provisions of the regulations that were superseded by Congressional action and it makes no substantive changes to our current rules. As such, we are issuing this regulation as a final rule.

In addition, for the reasons cited above, we find good cause for dispensing with the 30-day delay in the effective date of this final rule as provided by 5 U.S.C. 553(d)(3). As noted above, we are not making any substantive changes to our policies, so delaying the effective date of this final rule is unnecessary.

Regulatory Procedures

E.O. 12866, as Supplemented by E.O. 13563

We consulted with the Office of Management and Budget (OMB) and OMB has determined that this rule does not meet the criteria for a significant regulatory action under section (3)(f) of E.O. 12866, as supplemented by E.O. 13563, and is not subject to OMB review. Therefore, OMB has not reviewed it.

Congressional Review Act

This final rule is not a major rule as defined by the Congressional Review Act.⁴

E.O. 14192

Based upon the criteria established in E.O. 14192 and OMB Memorandum M-25-20, this rule is not an "E.O. regulatory action."⁵

⁴ 5 U.S.C. 801 *et seq.*

⁵ Page 3 of M-25-20 states that an E.O. 14192 regulatory action is: "(i) A significant regulatory action as defined in Section 3(f) of E.O. 12866 that has been finalized and that imposes total costs greater than zero; or (ii) A significant guidance document, broadly conceived, (e.g., significant interpretive guidance) reviewed by OIRA under the