

are issued. Should the applicant apply for a supplemental type certificate to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the Boeing Model 757–200 series airplanes must comply with the exhaust-emission requirements of 14 CFR part 34 and the noise-certification requirements of 14 CFR part 36.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type certification basis under § 21.101.

Novel or Unusual Design Features

The Boeing Model 757–200 series airplanes, as modified by Honeywell, will incorporate the following novel or unusual design feature:

The installation of a digital systems architecture that will allow increased connectivity to and access from external network sources (e.g., operator networks, wireless devices, internet connectivity, service provider satellite communications, electronic flight bags, etc.) to the airplane's previously isolated electronic assets (networks, systems, and databases).

Discussion

The Boeing Model 757–200 series airplane's electronic system architecture and network configuration change is novel or unusual for commercial transport airplanes because it may allow increased connectivity to and access from external network sources, airline operations, and maintenance networks to the airplane control domain, and airline information services domain. The airplane's control domain and airline information-services domain perform functions required for the safe operation and maintenance of the airplane. Previously, these domains had very limited connectivity with external network sources. This data network and design integration creates a potential for unauthorized persons to access the airplane's control domain and airline information-services domain and presents security vulnerabilities related to the introduction of computer viruses and worms, user errors, and intentional sabotage of airplane electronic assets (networks, systems, and databases) critical to the safety and maintenance of the airplane.

The existing FAA regulations did not anticipate these networked airplane-system architectures. Furthermore, these regulations and the current guidance

material do not address potential security vulnerabilities, which could be exploited by unauthorized access to airplane networks, data buses, and servers. Therefore, these special conditions ensure that the security (*i.e.*, confidentiality, integrity, and availability) of the airplane's systems is not compromised by unauthorized wired or wireless electronic connections. This includes ensuring that the security of the airplane's systems is not compromised during maintenance of the airplane's electronic systems. These special conditions also require the applicant to provide appropriate instructions to the operator to maintain all electronic-system safeguards that have been implemented as part of the original network design so that this feature does not allow or introduce security threats.

These special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards.

Applicability

As discussed above, these special conditions are applicable to the Boeing Model 757–200 series airplanes. Should Honeywell apply at a later date for a supplemental type certificate to modify any other model included on Type Certificate No. A2NM to incorporate the same novel or unusual design feature, these special conditions would apply to that model as well.

Conclusion

This action affects only a certain novel or unusual design feature on one series of airplanes. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the airplane.

List of Subjects in 14 CFR Part 25

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Authority Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701, 44702, and 44704.

The Special Conditions

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special conditions are issued as part of the type certification basis for Boeing Model 757–200 series airplanes, as modified by Honeywell.

1. The applicant must ensure airplane electronic system security protection from access by unauthorized sources external to the airplane, including those possibly caused by maintenance activity.

2. The applicant must ensure that electronic system security threats are identified and assessed, and that effective electronic system security protection strategies are implemented to protect the airplane from all adverse impacts on safety, functionality, and continued airworthiness.

3. The applicant must establish appropriate procedures to allow the operator to ensure that continued airworthiness of the aircraft is maintained, including all post Type Certification modifications that may have an impact on the approved electronic system security safeguards.

Issued in Washington, DC, on May 27, 2026.

Paul R. Siegmund,

Deputy Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.

[FR Doc. 2026–10855 Filed 5–29–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–3993; Project Identifier MCAI–2025–00630–A; Amendment 39–23358; AD 2026–10–18]

RIN 2120–AA64

Airworthiness Directives; Embraer S.A. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Embraer S.A. (Embraer) Model EMB–505 airplanes. This AD was prompted by the possibility that some airplanes may have invalid horizontal stabilizer (HS) backlash test results due to the use of incorrect procedures. This AD requires inspecting the airplane's left-hand (LH) and right-hand (RH) HS backlash and replacement, as applicable, of certain hinge point and pitch trim actuator attachment parts and the pitch trim actuator. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective July 6, 2026.

The Director of the Federal Register approved the incorporation by reference

of a certain publication listed in this AD as of July 6, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2025–3993; 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; website: anac.gov.br/en/. You may find this material on the ANAC website at 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–2025–3993.

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.

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 Embraer Model EMB–505 airplanes. The NPRM was published in the **Federal Register** on November 18, 2025 (90 FR 51607). The NPRM was prompted by ANAC AD 2025–04–01, effective April 15, 2025 (ANAC AD 2025–04–01) (also referred to as the MCAI), issued by ANAC, which is the aviation authority for Brazil. The MCAI states that there is a possibility of some airplanes having invalid HS backlash test results due to the use of incorrect test procedures. The excessive backlash may result in an aeroelastic phenomenon exposing the surrounding structure and systems to

unacceptable vibration levels and reduced controllability of the airplane.

In the NPRM, the FAA proposed to require inspecting the airplane's LH and RH HS backlash and replacing, as applicable, the LH and RH hinge point attachment parts, the LH or RH pitch trim actuator rod-end attachment parts, and the pitch trim actuator. 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–2025–3993.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from the Citizens Rulemaking Alliance. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Justify Forgoing Notice and Comment

The Citizens Rulemaking Alliance requested that the FAA provide its justification for finding good cause to bypass notice and comment procedures, reopen the comment period for at least 30 days, and delay enforcement of non-time critical provisions pending comment unless the risk analysis demonstrates a truly imminent hazard. The commenter asserted the FAA has not adequately justified use of the good cause exemption to bypass notice and comment and the 30-day delayed effective date.

The FAA notes the comment was submitted in response to an NPRM for which the FAA provided a 45-day comment period. This final rule is effective 35 days after its publication in the **Federal Register**. Therefore, no change to this AD is necessary.

Request To Make Incorporation by Reference (IBR) Materials Reasonably Available

The Citizens Rulemaking Alliance stated that the FAA's current practices for IBR frequently fail to meet the legal and regulatory standards for reasonable availability. The commenter called on the FAA to guarantee that all IBR materials are easily and freely accessible to the public and affected parties for the duration of the comment period and to reopen the comment period for at least 30 days to accommodate this access. Furthermore, the commenter requested that, if the manufacturer will not consent to open posting of the IBR materials in the docket, the FAA should either obtain permission to post the materials or provide a detailed technical

summary sufficient for meaningful comment.

The FAA notes that ANAC AD 2025–04–01, which is incorporated by reference in this AD, is available to the public on the ANAC website at sistemas.anac.gov.br/certificacao/DA/DAE.asp, as explained in the preamble and regulatory text of the NPRM. This material was also posted in the AD docket upon publication of the NPRM. Therefore, the FAA did not change this AD as a result of this comment.

Request To Consider Impact on Small Entities

The Citizens Rulemaking Alliance requested that the FAA either provide the factual basis for its Regulatory Flexibility Act (RFA) certification that the AD will not have a significant economic impact on a substantial number of small entities or prepare an initial regulatory flexibility analysis and consider less burdensome alternatives for small operators. The commenter stated that the FAA should also reopen the comment period to allow comment on that analysis.

FAA has considered the AD's impact on small businesses and provides the following factual basis for its RFA certification.

The Regulatory Flexibility Act of 1980, Public Law 96–354, 94 Stat. 1164 (5 U.S.C. 601–612), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857, Mar. 29, 1996) and the Small Business Jobs Act of 2010 (Pub. L. 111–240, 124 Stat. 2504, Sept. 27, 2010), requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term “small entities” comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

Small Entities to Which This AD Applies

The FAA used the definition of small entities in the RFA for this analysis. The RFA defines small entities as small businesses, small governmental jurisdictions, or small organizations. In 5 U.S.C. 601(3), the RFA defines “small business” to have the same meaning as “small business concern” under section 3 of the Small Business Act. The Small Business Act authorizes the Small Business Administration (SBA) to define “small business” by issuing regulations.

The SBA (2023) has established size standards for various types of economic activities, or industries, under the North American Industry Classification System (NAICS). These size standards generally define small businesses based

on the number of employees or annual receipts. The SBA definition of a small business applies to the parent company and all affiliates as a single entity. The following table provides the SBA size standards for all industries with at least

one entity impacted by this AD. Note that the FAA does not have entity data on 13 of the 41 affected airplanes, and those airplanes with missing entity data are excluded from this analysis.

SMALL BUSINESS SIZE STANDARDS

NAICS code	Description	Size standard
237210	Land Subdivision	\$34.0 million.
238220	Plumbing, Heating, and Air-Conditioning Contractors	\$19.0 million.
314910	Textile Bag and Canvas Mills	500 employees.
332311	Prefabricated Metal Building and Component Manufacturing	750 employees.
339112	Surgical and Medical Instrument Manufacturing	1,000 employees.
441110	New Car Dealers	200 employees.
481211	Nonscheduled Air Transport	1,500 employees.
484121	General Freight Trucking, Long Distance, Truckload	\$34.0 million.
523991	Trust, Fiduciary and Custody Activities	\$47.0 million.
531110	Lessors of Residential Buildings and Dwellings	\$34.0 million.
541714	Research and Development in Biotechnology (except Nanobiotechnology).	1,000 employees.

To identify small entities, the FAA first identified the primary NAICS of the entity or parent company, and then used data from different sources (*e.g.*,

company annual reports, Bureau of Transportation Statistics) to determine whether the entity meets the applicable size standard. The FAA provides the

estimated number of small entities affected by this AD:

ESTIMATED NUMBER OF SMALL ENTITIES

Category	Number of entities	Number of affected airplanes	Number of small entities	Percent small entities
Land Subdivision	1	1	1	100
Plumbing, Heating, and Air-Conditioning Contractors	1	1	1	100
Textile Bag and Canvas Mills	1	1	1	100
Prefabricated Metal Building and Component Manufacturing	1	1	1	100
Surgical and Medical Instrument Manufacturing	1	8	1	100
New Car Dealers	1	1	1	100
Nonscheduled Air Transport	4	9	2	50
General Freight Trucking, Long Distance, Truckload	1	1	0	0
Trust, Fiduciary and Custody Activities	1	3	1	100
Lessors of Residential Buildings and Dwellings	1	1	1	100
Research and Development in Biotechnology (except Nanobiotechnology) ..	1	1	1	100
Total	14	28	11	79

Projected Reporting, Recordkeeping, and Other Compliance Requirements

FAA estimates affected entities will incur an inspection cost of \$1,360. Based upon the results of the inspection, operators could incur up to five conditional repair costs. If an

operator were to incur all repair and inspection costs, FAA estimates each operator would incur \$14,950 per airplane. However, according to the manufacturer, all of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected

entities. The FAA analyzes the cost of inspections and all repair costs over the two-year analysis period for each small entity. The following table provides the estimated compliance costs at a 7 percent annualized discount rate by each NAICS industry.

AVERAGE REVENUE AND COST OF COMPLIANCE PER SMALL ENTITY

Category	Annual revenue	Low-case annualized cost (7% discount rate)		High-case annualized cost (7% discount rate)	
		Average	Percent of revenue	Average	Percent of revenue
Land Subdivision	\$3,470,000	\$657	0.02	\$7,222	0.21
Lessors of Residential Buildings and Dwellings	18,280,000	703	0.00	7,728	0.04
New Car Dealers	520,000	703	0.14	7,728	1.49
Nonscheduled Air Transport	12,928,355	680	0.01	7,475	0.06
Plumbing, Heating, and Air-Conditioning Contractors	196,890	703	0.36	7,728	3.92

AVERAGE REVENUE AND COST OF COMPLIANCE PER SMALL ENTITY—Continued

Category	Annual revenue	Low-case annualized cost (7% discount rate)		High-case annualized cost (7% discount rate)	
		Average	Percent of revenue	Average	Percent of revenue
Prefabricated Metal Building and Component Manufacturing	24,340,000	703	0.00	7,728	0.03
Research and Development in Biotechnology (except Nanobiotechnology)	31,600,000	703	0.00	7,728	0.02
Surgical and Medical Instrument Manufacturing	610,000,000	5,486	0.00	60,306	0.01
Textile Bag and Canvas Mills	12,600,000	703	0.01	7,728	0.06
Trust, Fiduciary and Custody Activities	15,850,000	1,971	0.01	21,667	0.14

Significant Alternatives Considered

The FAA evaluated the alternative of not promulgating this AD but ultimately deemed that this alternative would create a significant safety hazard. The FAA is issuing this AD to address the unsafe condition for certain Embraer Model EMB-505 airplanes, ensuring a level of safety that the alternative of no action could not provide.

RFA Conclusions

Based on average compliance costs, the FAA has determined that the financial impacts of this AD are not disproportionate to small entities. The FAA did not change this AD as a result of this comment.

Request To Comply With the Paperwork Reduction Act (PRA)

The Citizens Rulemaking Alliance requested that the FAA revise the proposed AD to comply with the PRA if reporting is required or remove any reporting provisions until PRA requirements are satisfied.

The FAA notes that paragraph (i) of this AD specifies that this AD does not require reporting. If an AD were to require reporting, the preamble of the AD would include a paragraph titled “Paperwork Reduction Act” that would

provide the applicable OMB control number, required PRA statements, and the estimated time to collect the required information (burden). Any costs associated with the reporting requirement would be included in the Costs of Compliance section in the preamble of the AD. Therefore, the FAA did not change this AD as a result of this comment.

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. This AD is adopted as proposed in the NPRM.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed ANAC AD 2025–04–01, which specifies procedures for

inspecting the LH and RH HS backlash for correct values, and replacing, as applicable, the LH and RH hinge point attachment parts, the LH or RH pitch trim actuator rod-end attachment parts, and the pitch trim actuator. 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.

Differences Between This AD and the MCAI

The material specified in ANAC AD 2025–04–01 allows the use of alternative or similar parts in place of the ones specified in the kits, provided these alternative or similar parts are approved by Embraer, but this AD requires approval from either the Manager, International Validation Branch, FAA; ANAC; or ANAC’s authorized Designee. If approved by the ANAC Designee, the approval must include the Designee’s authorized signature.

Costs of Compliance

The FAA estimates that this AD affects 41 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COMPLIANCE COSTS

Action	Labor hours	Labor cost ¹	Parts cost	Cost per airplane	Total cost to U.S. operators
Required: Inspection	16	\$1,360	\$0	\$1,360	\$55,760
Conditional: Replace horizontal to vertical stabilizers LH hinge point attachment parts	17	1,445	300	1,745	71,545
Conditional: Replace horizontal to vertical stabilizers RH hinge point attachment parts	17	1,445	350	1,795	73,595
Conditional: Replace RH pitch trim actuator rod-end attachment parts	16	1,360	400	1,760	72,160
Conditional: Replace LH pitch trim actuator rod-end attachment parts	16	1,360	400	1,760	72,160
Conditional: Replace pitch trim actuator	18	1,530	5,000	6,530	267,730

ESTIMATED COMPLIANCE COSTS—Continued

Action	Labor hours	Labor cost ¹	Parts cost	Cost per airplane	Total cost to U.S. operators
Low-Case Cost ²				1,360	55,760
High-Case Cost ³				14,950	612,950

¹ FAA estimated operators will incur \$85 in costs per labor hour, which is the weighted average fiscal year (FY) 2026 fully loaded wage of an aircraft mechanic (\$69.85) working 60% of the labor hours and a general and operations manager (\$108.15) working 40% of the labor hours. The FAA estimated these wages by taking the average of the FY 2024 Bureau of Labor Statistics (BLS) air transportation industry average wage for aircraft mechanics and general and operations managers (See: *Occupational Employment and Wage Statistics Query System*, BLS (May 2024), data.bls.gov/oes/); multiplying each wage by a fringe benefit factor of 1.42 (See: *Employer Cost for Employee Compensation—December 2024*, BLS (2024), bls.gov/news.release/archives/ecec_03142025.pdf); and adjusting these 2024 wages to 2026 dollars using an implicit Gross Domestic Product (GDP) Price Deflator of 2.8% (See: *Gross Domestic Product: Implicit Price Deflator*, FRED (2026) fred.stlouisfed.org/series/GDPDEF).

² The low-case cost assumes each airplane incurs only inspection costs.

³ The high-case cost assumes each airplane incurs inspection and all conditional repair costs.

Over a two-year analysis period, the FAA estimates operators will incur an inspection cost of \$1,360. Based upon the results of the inspection, operators could incur five conditional repair costs. If an operator were to incur all inspection and repair costs, the FAA estimates each operator would incur \$14,950 per airplane. The FAA cannot estimate the number of conditional repairs each operator would need to undertake, but the cost of an inspection (\$1,360) and the cost of an inspection

and all conditional repairs (\$14,950) represent the low-case and high-case costs per affected airplane.

FAA recognizes that operators might incur additional costs, such as airplane downtime. However, FAA anticipates this AD will not trigger any downtime costs because the requirements of this AD can be performed during regularly scheduled maintenance.

The FAA uses a two-year analysis period for estimating the annualized costs of this AD. Upon this AD’s

promulgation, all Group 1 airplanes must be inspected within 12 months or 750 flight hours, and all Group 2 airplanes must be inspected within 24 months or 1,000 flight hours. In this analysis, FAA assumes all Group 1 costs will be incurred in year 1, and all Group 2 costs will be incurred in year 2. The following tables display the annual AD compliance costs and summarize the AD’s quantified and unquantified benefits and costs.

ANNUAL COMPLIANCE COSTS

Year	Affected airplanes	Low-case cost	High-case cost
1	27	\$36,720	\$403,650
2	14	19,040	209,300
Total	41	55,760	612,950

SUMMARY OF BENEFITS AND COSTS

Qualitative Benefits					
This AD addresses an unsafe condition. The unsafe condition, if not addressed, could result in unacceptable vibration levels and reduced controllability of the airplane.					
Qualitative Costs					
Airplane downtime.					
Quantified Costs					
Undiscounted	7%	3%	7%	3%	
Industry Costs		Present Value		Annualized	
Low-Case Cost	\$55,760	\$50,948	\$53,598	\$28,179	\$28,011
High-Case Cost	612,950	560,054	589,179	309,761	307,911

The FAA has included all known costs in its cost estimates. According to the manufacturer, however, all of the costs of this 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

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:

2026-10-18 Embraer S.A.: Amendment 39-23358; Docket No. FAA-2025-3993; Project Identifier MCAI-2025-00630-A.

(a) Effective Date

This airworthiness directive (AD) is effective July 6, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Embraer S.A. Model EMB-505 airplanes, as identified in Agência Nacional de Aviação Civil (ANAC) AD 2025-04-01, effective April 15, 2025 (ANAC AD 2025-04-01), certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2700, Flight Control System.

(e) Unsafe Condition

This AD was prompted by the discovery that some airplanes may have invalid horizontal stabilizer (HS) backlash test results due to incorrect procedures being performed. The FAA is issuing this AD to address the unsafe condition. The unsafe condition, if not addressed, could result in unacceptable vibration levels and reduced controllability of the airplane.

(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, ANAC AD 2025-04-01.

(h) Exceptions to ANAC AD 2025-04-01

(1) Where ANAC AD 2025-04-01 refers to its effective date, this AD requires using the effective date of this AD for both Group 1 and Group 2 airplanes.

(2) Where the material specified in ANAC AD 2025-04-01 allows the use of alternative or similar parts in place of the ones specified in the kits, provided these alternative or similar parts are approved by Embraer, this AD requires approval from either the Manager, International Validation Branch, FAA; ANAC; or ANAC's authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature.

(3) Where ANAC AD 2025-04-01 refers to removal and replacement of attachment parts and pitch trim actuators in paragraphs (b)(1), (c)(1), (d)(1), (d)(2), (e)(1), (e)(2), and (f)(1), this AD specifies accomplishing the removal and replacement in these paragraphs in accordance with the appropriate procedures contained in the material referenced in ANAC AD 2025-04-01.

(4) Where the material referenced in ANAC AD 2025-04-01 specifies discarding parts, this AD requires removing those parts from service.

(5) This AD does not adopt paragraph (h) of ANAC AD 2025-04-01.

(i) No Reporting Requirement

Although the material referenced in ANAC AD 2025-04-01 specifies to submit

information to the manufacturer, this AD does not require that action.

(j) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Embraer Service Bulletin No. 505-27-0034, dated September 19, 2024; or Embraer Service Bulletin No. 505-27-0034, Revision 01, dated October 4, 2024.

(k) 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 (l)(1) 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 local flight standards district office/certificate holding district office.

(l) Additional Information

(1) For more information about this AD, contact Jim Rutherford, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4165; email: jim.rutherford@faa.gov.

(2) For Embraer material identified in this AD that is not incorporated by reference, contact Embraer S.A., Technical Publications Avenida Brigadeiro Faria Lima, 2170, São Jose dos Campos—SP, Brazil; phone: +551239275852; email: distrib@embraer.com.br; website: <https://www.flyembraer.com/irj/portal>.

(m) 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) Agência Nacional de Aviação Civil (ANAC) AD 2025-04-01, effective April 15, 2025.

(ii) [Reserved]

(3) For 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; website: anac.gov.br/en/. You may find this material on the ANAC website at sistemas.anac.gov.br/certificacao/DA/DAE.asp.

(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 May 18, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-10854 Filed 5-29-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31665; Amdt. No. 4219]

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 June 1, 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 June 1, 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 or email 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 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: Gary W. Petty, 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