

(As required by AD 2026-13-16)

Radio Altimeter 5G C-Band Interference, Approach, Landing, and Go-Around**Landing Distance Calculations**

For airplanes with Yaw Damper Stabilizer Trim module (YSM), adjust the operational (time of arrival) landing distance for manual speedbrake deployment if MAX MANUAL braking is required. When using autobrakes, no correction is needed since the calculations already take into account that manual speedbrake deployment may be needed.

ILS Approaches

For ILS approaches other than SA CAT I, SA CAT II, CAT II, and CAT III, disconnect the autopilot and autothrottle, and place both flight director switches to OFF prior to glideslope intercept.

Non-Precision Approaches

Non-precision instrument approaches can be conducted using VNAV or V/S with flight directors, autopilot, and autothrottle to published minimums.

During Landing

For airplanes with Yaw Damper Stabilizer Trim module (YSM), if MAX MANUAL braking is required, manually deploy the speedbrake if it does not deploy automatically.

During Go-Around and Missed Approach

If the flight director is ON, cycle to OFF, then ON, as needed.

If the flight director is OFF, turn ON, as needed.

BILLING CODE 4910-13-C**(i) Terminating Action for AFM Revision**

(1) Modifying the airplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the limitations in paragraph (h)(1) of this AD and the operating procedures in paragraph (h)(2) of this AD for that airplane.

(2) After modifying the airplane to a radio altimeter tolerant airplane, the limitations in paragraph (h)(1) of this AD and the operating procedures in paragraph (h)(2) of this AD may be removed from the AFM.

(j) Alternative Methods of Compliance (AMOCs)

(1) 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of AIR-520, Continued Operational Safety Branch, send it to the attention of the person identified in

paragraph (k) 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 responsible Flight Standards Office.

(3) The following AMOCs approved previously for AD 2023-12-12, Amendment 39-22470, (88 FR 40058, June 21, 2023) are approved as AMOCs for paragraph (g)(1) of this AD: FAA AMOC letters 720-23-00137, 720-23-00138, 720-23-00169, 720-23-00191, 720-23-00192, and 720-24-00012.

(k) Additional Information

For more information about this AD, contact Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817-222-5390; email: operationalafety@faa.gov.

(l) Material Incorporated by Reference

None.

Issued on June 25, 2026.

Brian Knaup,

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

[FR Doc. 2026-13218 Filed 6-26-26; 4:15 pm]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2026-7205; Project Identifier AD-2026-00549-T; Amendment 39-23397; AD 2026-13-14]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, –400, –400D, and –400F series airplanes. This AD was prompted by the determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.7–3.98 GHz frequency band (5G Lower C-Band) while operating in Canadian airspace, and a determination that during takeoff, approach, landings, and go-arounds, as a result of this interference, certain airplane systems may not properly function, resulting in increased flightcrew workload while on approach with the flight director, autothrottle, or autopilot engaged, which could result in reduced ability of the flightcrew to maintain safe flight and landing of the airplane. This AD requires revising the existing airplane flight manual (AFM) to incorporate limitations prohibiting certain operations requiring radio altimeter data when operating in Canadian airspace. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective July 1, 2026.

The FAA must receive comments on this AD by August 14, 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* by searching for and locating Docket No. FAA–2026–7205; 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: Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198;

phone: 817–222–5390; email: *operationalsafety@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–2026–7205 and Project Identifier AD–2026–00549–T 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 Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817–222–5390; email: *operationalsafety@faa.gov*. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2021–23–12, Amendment 39–21810 (86 FR 69984, December 9, 2021) (AD 2021–23–12), for all transport and commuter category airplanes equipped with a radio altimeter. AD 2021–23–12 was

prompted by a determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 5G Lower C-Band, which is close to the frequency bands used by radio altimeters (4.2–4.4 GHz). AD 2021–23–12 required revising the limitations section of the existing AFM to incorporate limitations prohibiting certain operations requiring radio altimeter data when in the presence of 5G Lower C-Band interference as identified by Notices to Air Missions (NOTAMs). The agency issued AD 2021–23–12 because radio altimeter anomalies that are undetected by the automation or pilot, particularly close to the ground (*e.g.*, landing flare), could lead to loss of continued safe flight and landing.

The FAA subsequently identified an additional hazard presented by 5G Lower C-Band interference on Boeing Model 747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, –400, –400D, and –400F series airplanes and issued AD 2022–06–16, Amendment 39–21982 (87 FR 14780, March 16, 2022) (AD 2022–06–16). AD 2022–06–16 was prompted by the unsafe condition in AD 2021–23–12, as well as a determination that, during takeoff, approach, landings, and go-arounds, as a result of interference from the 5G Lower C-Band, certain airplane systems may not properly function, resulting in increased flightcrew workload while on approach with the flight director, autothrottle, or autopilot engaged, which could result in reduced ability of the flightcrew to maintain safe flight and landing of the airplane. AD 2022–06–16 required revising the limitations and operating procedures sections of the existing AFM to incorporate specific operating procedures for takeoff, instrument landing system (ILS) approaches, non-precision approaches, and go-around and missed approaches, when in the presence of 5G Lower C-Band interference as identified by NOTAMs.

After the FAA issued AD 2021–23–12 and AD 2022–06–16, the agency determined that additional limitations were needed due to the continued deployment of new 5G Lower C-Band base stations whose signals were expected to cover most of the contiguous U.S., as well as the determination that radio altimeter anomalies could lead to increased flightcrew workload and flightcrew desensitization to warnings. Therefore, the FAA issued AD 2023–10–02, Amendment 39–22438 (88 FR 34065, May 26, 2023) (AD 2023–10–02), to supersede AD 2021–23–12, and the FAA

issued AD 2023–12–14, Amendment 39–22472 (88 FR 40003, June 21, 2023) (AD 2023–12–14), to supersede AD 2022–06–16.

Currently, AD 2023–12–14 requires revising the limitations section of the existing AFM to incorporate limitations for dispatch or release to airports, and takeoff, approach, landing, and go-around on runways at all airports in the entire contiguous U.S. airspace instead of only in areas identified by NOTAM; however, AD 2023–12–14 permits radio altimeter tolerant airplanes to perform these operations at 5G Lower C-Band mitigated airports as identified in an FAA Domestic Notice.

Actions Since AD 2023–12–14 Was Issued

Since the FAA issued AD 2023–12–14, Transport Canada, which is the aviation authority for Canada, issued AD CF–2024–14, dated May 15, 2024 (Transport Canada AD CF–2024–14), to correct an unsafe condition for all transport and commuter category airplanes with a radio altimeter. Transport Canada AD CF–2024–14 states that in July 2023, Innovation, Science and Economic Development Canada (ISED), Canada's spectrum regulator, published Standard Radio System Plans (SRSP)-520 Issue 3¹ and Radio Standard Specifications (RSS)-192 Issue 5,² which define the spectrum environment for the 3.45–3.90 GHz frequency band in Canada. Transport Canada AD CF–2024–14 further states that spectrum auctions for the 3.45–3.65 GHz and the 3.65–3.9 GHz band were completed in 2021 and 2023, respectively.

In July 2023, ISED implemented measures to mitigate Lower C-Band interference to radio altimeters, which provide the Canadian airspace greater protection from 5G Lower C-Band interference to radio altimeters as compared to the Lower C-Band environment in the contiguous U.S. airspace. These measures include exclusion and protection zones and airport effective isotropic radiated power (EIRP) elevation mask (a restriction that requires nearby cell tower signals to be angled downward so they do not interfere with aircraft altimeters) at certain airport runways

covering the majority of air traffic in Canada, as well as nationwide reduced fundamental power emissions based on the degree of antenna uptilt above the horizon to minimize emissions from 5G base stations toward aircraft.

In late March 2026, Transport Canada notified the FAA that, beginning July 1, 2026, changes in the 5G Lower C-band protection mitigations established by ISED in 2023 would result in a more severe 5G interference environment in the Canadian airspace. Exclusion and protection zones at airports will no longer exist and updates to the airport EIRP elevation mask, nationwide tilt restriction, emitter height limitation and reduced spurious emissions will only protect airplanes that are radio altimeter tolerant. The change in mitigations will result in an unsafe condition in the Canadian 5G interference environment.

Transport Canada determined that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.45–3.98 GHz frequency band. Transport Canada based its determination on the same unsafe condition found by the FAA in AD 2023–10–02. As a result, Transport Canada AD CF–2024–14 requires revising the limitations section of the existing AFM to incorporate limitations prohibiting certain operations requiring radio altimeter data, due to the presence of 5G Lower C-Band interference, while operating in Canadian airspace. As terminating action for the operating limitations, Transport Canada AD CF–2024–14 provides that operators may upgrade their radio altimeters to demonstrate the tolerances for emissions as specified in Transport Canada AD CF–2024–14.

Boeing subsequently conducted an analysis of the expected changes in the 5G Lower C-Band environment in Canada and the effects of interference with radio altimeters with respect to the Boeing fleet. In May 2026, Boeing reported that certain airplane configurations will not demonstrate tolerance to radio altimeter interference in the new 5G environment in Canada. Therefore, based on this information, the FAA determined that the unsafe condition identified in AD 2023–12–14 exists for Model 747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, –400, –400D, and –400F series airplanes when operating in the Canadian airspace. As a result, operating limitations similar to the limitations required by AD 2023–12–14 are necessary.

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 has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

For non-radio altimeter tolerant airplanes, this AD requires, before further flight in Canadian airspace, revising the existing AFM to incorporate limitations for dispatch or release to airports, and takeoff, approach, landing, and go-around on runways when operating in Canadian airspace. This AD provides that modifying the airplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the AFM operating limitations for that airplane.

While AD 2023–12–14 also specifies limitations for dispatch or release to airports and takeoff, approach, landing, and go-around on runways for radio altimeter tolerant airplanes except at 5G Lower C-Band mitigated airports, this AD has no limitations for radio altimeter tolerant airplanes. The interference environment at Canadian airports after July 1, 2026, will be mitigated enough such that those limitations are not necessary for radio altimeter tolerant airplanes. The FAA also notes that most Model 747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, –400, –400D, and –400F series radio altimeter tolerant airplanes are not subject to the limitations in AD 2023–12–14 under the provisions of an FAA-approved AMOC.

An airplane that is a radio altimeter tolerant airplane using a method approved by the FAA for AD 2023–12–14 is also a radio altimeter tolerant airplane for the purposes of paragraph (g)(1) of this AD. Alternative methods of compliance (AMOC) listed in paragraph (j)(3) of this AD are approved for this AD.

Differences From Transport Canada AD CF–2024–14

Transport Canada AD CF–2024–14 specifies the fundamental emissions are in the 3.45–3.98 GHz frequency band, while this AD specifies the 3.7–3.98 GHz frequency band. AD 2023–10–02 and AD 2023–12–14 identified an unsafe condition from wireless broadband transmissions in the 3.7–3.98 GHz frequency band, and this AD is based on that same determination. In addition, an airplane determined to be a radio altimeter tolerant airplane for the purposes of AD 2023–12–14, which has demonstrated the performance tolerances for fundamental emissions within the 3.7–3.98 GHz frequency

¹ <https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/devices-and-equipment/standard-radio-system-plans/srsp-520-technical-requirements-fixed-and-or-mobile-systems-including-flexible-use-broadband-systems>.

² <https://ised-isde.canada.ca/site/spectrum-management-telecommunications/en/devices-and-equipment/radio-equipment-standards/radio-standards-specifications-rss/rss-192-flexible-use-broadband-equipment-operating-band-3450-3900-mhz>.

band, would also be a radio altimeter tolerant airplane for purposes of this AD. Frequencies less than 3.7 GHz are further away from the frequency bands used by radio altimeters (4.2–4.4 GHz), so an airplane determined to be tolerant in the range of 3.7–3.98 GHz is also tolerant to emissions less than 3.7 GHz.

Interim Action

The FAA considers this AD to be an interim action. The FAA may consider further rulemaking if the Canadian 5G C-Band interference environment changes or if Canada issues an operational rule to address 5G C-Band interference with radio altimeters.

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.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 5G Lower C-Band. This interference can cause other airplane systems to not properly function, resulting in increased flightcrew workload, which could lead to reduced ability of the flightcrew to maintain safe flight and landing of the airplane. The urgency is based on a change in the 5G Lower C-band environment in Canada, which is scheduled to occur on July 1, 2026. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, 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, for the same reasons

the FAA found good cause to forgo notice and comment.

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

Costs of Compliance

The FAA notes that since operators must comply with this AD before further flight in Canadian airspace, airplanes that do not operate in Canada will not have to comply and therefore will have no costs under this AD.

The FAA estimates that this AD affects 114 airplanes of U.S. registry. The FAA expects that many of the affected airplanes have upgraded radio altimeters; therefore, the FAA estimates the total number of airplanes affected by this AD to be less than the total fleet size provided in this AD. 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
AFM revision for non-RAT airplanes.	1 work-hour × \$85 per hour = \$85	\$0	\$85	Up to \$9,690.

ESTIMATED COSTS FOR OPTIONAL ACTIONS

Action	Labor cost	Parts cost	Cost per product
Modification (radio altimeter replacement option).			Up to \$120,000 (includes parts and labor).
Modification (filter addition option)	24 work-hours × \$85 per hour = \$2,040 per filter.	\$12,000 per filter	Up to \$14,040 (includes parts and labor).

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:

2026–13–14 The Boeing Company:
Amendment 39–23397; Docket No.
FAA–2026–7205; Project Identifier AD–
2026–00549–T.

(a) Effective Date

This airworthiness directive (AD) is effective July 1, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 747–100, –100B, –100B

SUD, –200B, –200C, –200F, –300, –400, –400D, and –400F series airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.7–3.98 GHz frequency band (5G Lower C-Band) when operating in Canadian airspace, and the determination that during takeoff, approach, landings, and go-arounds, as a result of this interference, certain airplane systems may not properly function, resulting in increased flightcrew workload while on approach with the flight director, autothrottle, or autopilot engaged. The FAA is issuing this AD to address 5G Lower C-Band

interference that could result in increased flightcrew workload and could lead to reduced ability of the flightcrew to maintain safe flight and landing of the airplane.

(f) Compliance

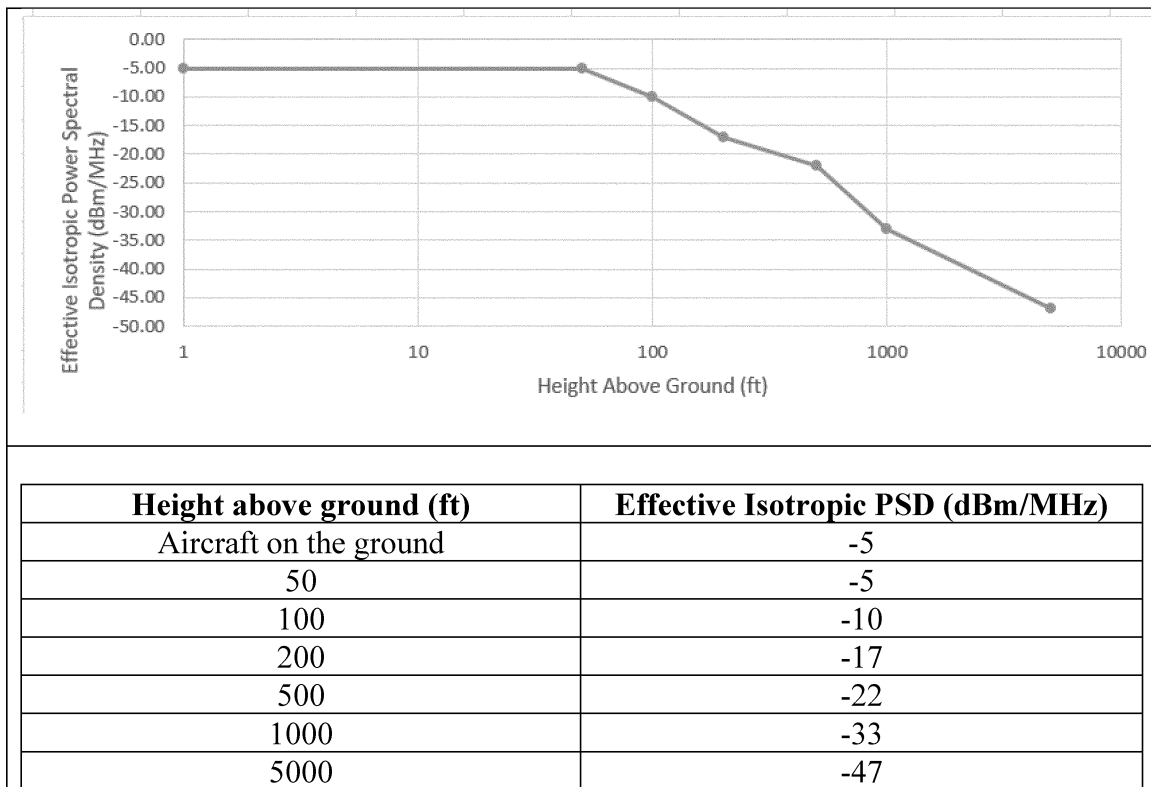
Comply with this AD within the compliance times specified, unless already done.

(g) Definitions

(1) For purposes of this AD, a “radio altimeter tolerant airplane” is one for which the radio altimeter, as installed, demonstrates the tolerances specified in paragraphs (g)(1)(i) and (ii) of this AD, using a method approved by the FAA. No actions are required by this AD for radio altimeter tolerant airplanes.

(i) Tolerance to radio altimeter interference, for the fundamental emissions (3.7–3.98 GHz), at or above the power spectral density (PSD) curve threshold specified in figure 1 to paragraph (g)(1)(i) of this AD.

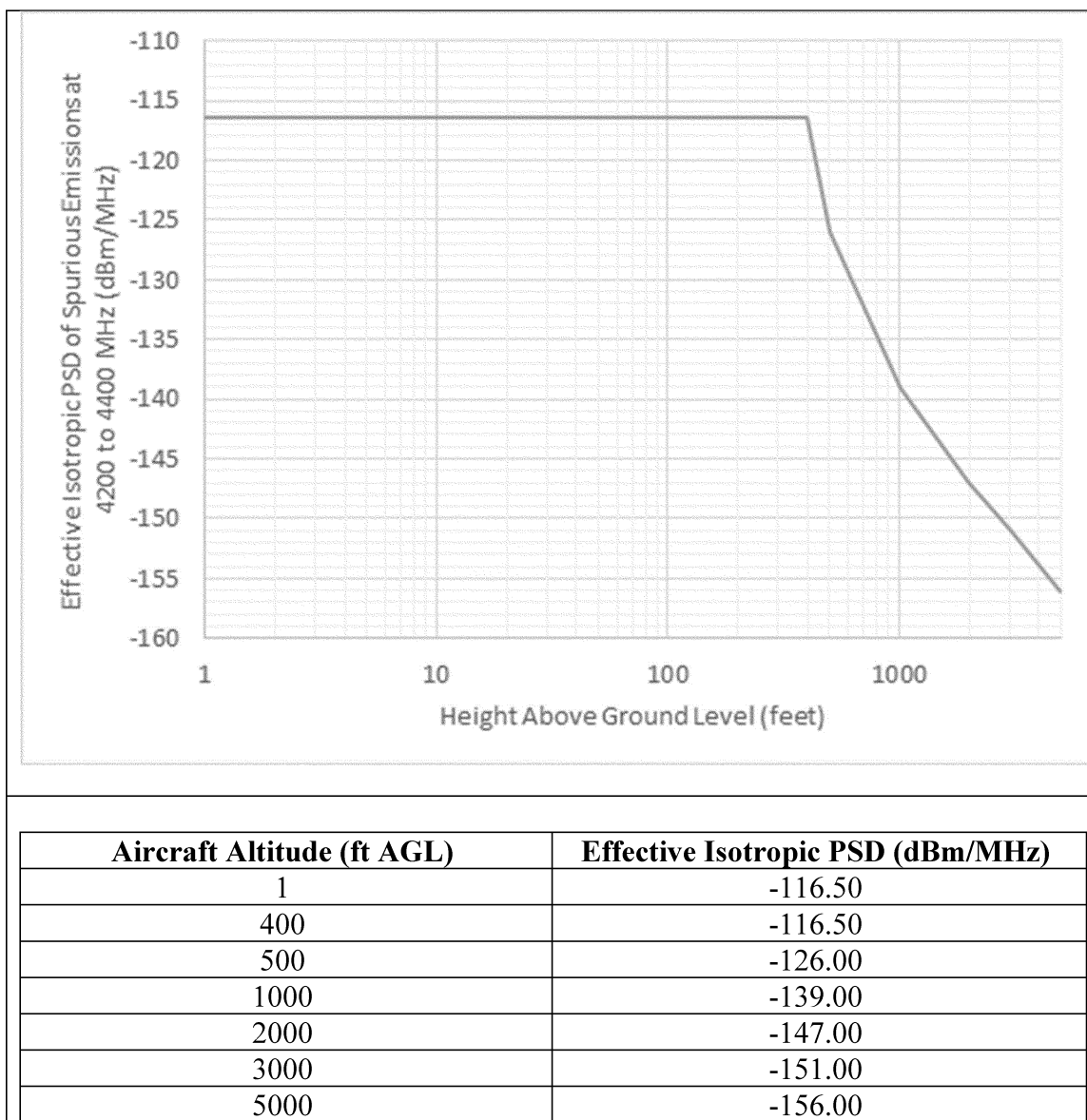
**Figure 1 to paragraph (g)(1)(i) - Fundamental Effective Isotropic PSD at
Outside Interface of Aircraft Antenna**



(ii) Tolerance to radio altimeter interference, for the spurious emissions (4.2–4.4 GHz), at or above the PSD curve

threshold specified in figure 2 to paragraph (g)(1)(ii) of this AD.

Figure 2 to paragraph (g)(1)(ii) - Spurious Effective Isotropic PSD at Outside Interface of Aircraft Antenna



(2) For purposes of this AD, a “non-radio altimeter tolerant airplane” is one for which the radio altimeter, as installed, does not demonstrate the tolerances specified in paragraphs (g)(1)(i) and (ii) of this AD.

(h) Airplane Flight Manual (AFM) Revision

For non-radio altimeter tolerant airplanes: Before further flight in Canadian airspace, do the actions specified in paragraphs (h)(1) and (2) of this AD.

(1) Revise the Limitations Section of the existing AFM to include the information specified in figure 3 to paragraph (h)(1) of this AD. This may be done by inserting a copy of figure 3 to paragraph (h)(1) of this AD into the existing AFM.

Figure 3 to paragraph (h)(1) – AFM Limitations for Non-Radio Altimeter Tolerant Airplanes in Canadian Airspace

(As required by AD 2026-13-14)

Radio Altimeter 5G Lower C-Band Interference, Takeoff, Approach, Landing, and Go-Around (Canadian Airspace)

Due to the presence of 5G Lower C-Band wireless broadband interference, the following limitations are required for dispatch or release to airports, and takeoff, approach, landing, and go-around on runways, in Canadian airspace.

Takeoff, Approach, Landing, and Go-Around

Operators must use the Radio Altimeter 5G C-Band Interference, Takeoff, Approach, Landing, and Go-Around procedure contained in the Operating Procedures section of this AFM.

(2) Revise the Operating Procedures Section of the existing AFM to include the information specified in figure 4 to paragraph (h)(2) of this AD. This may be done by inserting a copy of figure 4 to

paragraph (h)(2) of this AD into the existing AFM. An AFM with an Operating Procedures Section that complies with paragraph (h)(2) of AD 2023–12–14, Amendment 39–22472 (88

FR 40003, June 21, 2023) is acceptable for compliance with the requirements of this paragraph of this AD.

Figure 4 to paragraph (h)(2) – AFM Operating Procedures Revision

(As required by AD 2026-13-14)

Radio Altimeter 5G C-Band Interference, Takeoff, Approach, Landing, and Go-Around

Takeoff

If autopilot does not engage above the minimum altitude, when at a safe altitude, select both flight director switches OFF, then ON, to re-engage. LNAV and VNAV may not engage or engage at an erroneous altitude after departure.

ILS Approaches

For ILS approaches, disconnect the autopilot and autothrottle, and place both flight director switches to OFF prior to glideslope intercept. Do not set RADIO minimums on the EFIS control panel, use BARO minimums only.

Non-Precision Approaches

Autopilot, autothrottles, and flight directors may be used. Do not use autothrottles if the autopilot is disengaged. Prior to descending below MDA, disconnect the autothrottle and disengage the autopilot.

Landing

Do not rely on radio altimeter-based altitude aural callouts during approach. Adjust operational (time of arrival) landing distance for manual speedbrake deployment.

During Go-Around and Missed Approach

If go-around is required, ensure thrust is increased to go-around power.

When the flight director switches are OFF, push either TO/GA switch to display the flight director bars. When able, turn both flight directors to ON.

TO/GA mode may not be available. Autopilot may not be available. Monitor pitch and roll modes for engagement.

(i) Terminating Action for AFM Revision

(1) Modifying the airplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the limitations in paragraph (h)(1) of this AD and the operating

procedures in paragraph (h)(2) of this AD for that airplane.

(2) After modifying the airplane to a radio altimeter tolerant airplane, the limitations in paragraph (h)(1) of this AD and the operating procedures in

paragraph (h)(2) of this AD may be removed from the AFM.

(j) Alternative Methods of Compliance (AMOCs)

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

(3) The following AMOCs approved previously for AD 2023-12-14, Amendment 39-22472 (88 FR 40003, June 21, 2023) are approved as AMOCs for paragraph (g)(1) of this AD: FAA AMOC letters 720-23-00133, 720-23-00137, 720-23-00138, and 720-23-00169.

(k) Additional Information

For more information about this AD, contact Ken Fairhurst, Continued Operational Safety Technical Advisor, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817-222-5390; email: operationalsafety@faa.gov.

(l) Material Incorporated by Reference

None.

Issued on June 25, 2026.

Brian Knaup,

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

[FR Doc. 2026-13207 Filed 6-26-26; 4:15 pm]

BILLING CODE 4910-13-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 868

[Docket No. FDA-2026-N-6707]

Medical Devices; Anesthesiology Devices; Classification of the Monitor for Opioid Induced Impairment of Oxygenation

AGENCY: Food and Drug Administration, HHS.

ACTION: Final amendment; final order.

SUMMARY: The Food and Drug Administration (FDA) is classifying the monitor for opioid induced impairment of oxygenation into class II (special controls). The special controls that apply to the device type are identified

in this order and will be part of the codified language for classification of the monitor for opioid induced impairment of oxygenation. We are taking this action because we have determined that classifying the device into class II will provide a reasonable assurance of safety and effectiveness of the device. We believe this action will also enhance patients' access to beneficial innovative devices, in part by reducing regulatory burdens.

DATES: This order is effective June 30, 2026. The classification was applicable on March 31, 2023.

FOR FURTHER INFORMATION CONTACT: Neel Patel, Center for Devices and Radiological Health, Food and Drug Administration, 10903 New Hampshire Ave., Bldg. 66, Rm. 1232, Silver Spring, MD 20993-0002, 301-796-6274, Neel.Patel@fda.hhs.gov.

SUPPLEMENTARY INFORMATION:

I. Background

Upon request, FDA (the Agency or we) has classified the monitor for opioid induced impairment of oxygenation into class II (special controls), which we have determined will provide a reasonable assurance of safety and effectiveness of the device. In addition, we believe this action will enhance patients' access to beneficial innovation, in part by reducing regulatory burdens by placing the device into a lower device class than the automatic class III assignment.

The automatic assignment of class III occurs by operation of law and without any action by FDA, regardless of the level of risk posed by the new device. Any device that was not in commercial distribution before May 28, 1976, is automatically classified into, and remains within, class III and requires premarket approval unless and until FDA takes an action to classify or reclassify the device (21 U.S.C. 360c(f)(1)). We refer to these devices as "postamendments devices" because they were not in commercial distribution prior to the date of enactment of the Medical Device Amendments of 1976, which amended the Federal Food, Drug, and Cosmetic Act (FD&C Act).

FDA may take a variety of actions in appropriate circumstances to classify or reclassify a device into class I or II. We may issue an order finding a new device to be substantially equivalent under section 513(i) of the FD&C Act (21 U.S.C. 360c(i)) to a predicate device that does not require premarket approval. We determine whether a new device is substantially equivalent to a predicate device by means of the procedures for

premarket notification under section 510(k) of the FD&C Act (21 U.S.C. 360(k)) and part 807 (21 CFR part 807).

FDA may also classify a device through "De Novo" classification, a common name for the process authorized under section 513(f)(2) of the FD&C Act (see also part 860, subpart D (21 CFR part 860, subpart D)). Section 207 of the Food and Drug Administration Modernization Act of 1997 (Pub. L. 105-115) established the first procedure for De Novo classification. Section 607 of the Food and Drug Administration Safety and Innovation Act (Pub. L. 112-144) modified the De Novo classification process by adding a second procedure. A device sponsor may utilize either procedure for De Novo classification.

Under the first procedure, the person submits a premarket notification (510(k)) for a device that has not previously been classified. After receiving an order from FDA classifying the device into class III under section 513(f)(1) of the FD&C Act, the person then requests a classification under section 513(f)(2).

Under the second procedure, rather than first submitting a 510(k) and then a request for classification, if the person determines that there is no legally marketed device upon which to base a determination of substantial equivalence, that person requests a classification under section 513(f)(2) of the FD&C Act.

Under either procedure for De Novo classification, FDA is required to classify the device by written order within 120 days. The classification will be according to the criteria under section 513(a)(1) of the FD&C Act. Although the device was automatically placed within class III, the De Novo classification is considered to be the initial classification of the device.

We believe this De Novo classification will enhance patients' access to beneficial innovation, in part by reducing regulatory burdens. When FDA classifies a device into class I or II via the De Novo process, the device can serve as a predicate for future devices of that type, including for 510(k)s (see section 513(f)(2)(B)(i) of the FD&C Act). As a result, other device sponsors do not have to submit a De Novo request or premarket approval application to market a substantially equivalent device (see section 513(i) of the FD&C Act, defining "substantial equivalence"). Instead, sponsors can use the less burdensome 510(k) process, when necessary, to market their device.