

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:

2026–13–51 Gulfstream Aerospace

Corporation: Amendment 39–23392; Docket No. FAA–2026–4667; Project Identifier AD–2026–00584–T.

(a) Effective Date

The FAA issued Emergency Airworthiness Directive (AD) 2026–13–51 on June 18, 2026 (also referred to as the emergency AD), directly to affected owners and operators. As a result of such actual notice, the emergency AD was effective for those owners and operators on the date it was received. This AD contains the same requirements as the emergency AD and, for those who did not receive actual notice, is effective on July 17, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Gulfstream Aerospace Corporation airplanes, certificated in any category, identified in paragraphs (c)(1) and (2) of this AD.

(1) Model GVIII–G700 airplanes, serial numbers (S/Ns) 87002 through 87049 inclusive, 87053, and 87076.

(2) Model GVIII–G800 airplanes, S/Ns 88002 through 88014 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 71, Power Plant.

(e) Unsafe Condition

This AD was prompted by a report indicating that a hollow pin cap on the right engine aft thrust strut was found broken due to a missing sleeve bushing. The FAA is issuing this AD to address an improperly installed engine thrust strut that could compromise the structural integrity of the engine mount system and lead to failure of the engine mount system. The unsafe condition, if not addressed, could result in an in-flight separation of the engine from the airplane, leading to loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

Before further flight: Except as specified by paragraph (h) of this AD, do all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of Gulfstream GVIII–G700 Alert Customer Bulletin No. 001, dated June 16, 2026; or Gulfstream GVIII–

G800 Alert Customer Bulletin No. 001, dated June 16, 2026; as applicable.

(h) Exceptions to Service Information Specifications

Where GVIII–G700 Alert Customer Bulletin No. 001, dated June 16, 2026; and Gulfstream GVIII–G800 Alert Customer Bulletin No. 001, dated June 16, 2026; specify to submit certain information to Gulfstream for further evaluation and engineering disposition (*i.e.*, corrective action) before aircraft can return to service: This AD requires doing the corrective action before further flight using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for the corresponding inspections specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD, using Gulfstream Technical Evaluation Discrepancy Sheet/Workorder, Control No. TE–26–06–01, issued June 15, 2026.

(j) Special Flight Permit

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

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, East Certification Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (l)(1) of this AD. Information may be emailed 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.

(2) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by Gulfstream Engineering Authorized Representative (EAR) of the Gulfstream Organization Designation Authorization (ODA) that has been authorized by the Manager, East Certification Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(3) Except as specified by paragraph (h) of this AD: For material that contains steps that are labeled as RC, the provisions of paragraphs (k)(3)(i) and (ii) of this AD apply.

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

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator’s maintenance

or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(l) Additional Information

(1) For more information about this AD, contact Jeff Johnson, Senior Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: 404–474–5554; email: ecb-cos@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (m)(3) of this AD.

(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) Gulfstream GVIII–G700 Alert Customer Bulletin No. 001, dated June 16, 2026.

(ii) Gulfstream GVIII–G800 Alert Customer Bulletin No. 001, dated June 16, 2026.

(3) For Gulfstream Aerospace Corporation material identified in this AD, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, GA 31402–2206; telephone 800–810–4853; email pubs@gulfstream.com; website gulfstream.com/en/customer-support.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(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 June 25, 2026.

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

[FR Doc. 2026–13476 Filed 7–1–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–3532; Airspace Docket No. 26–ASW–4]

RIN 2120–AA66

Establishment of Class E Airspace; Jewett, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Hub Field, Jewett, TX. The FAA is taking this action to support new instrument procedures.

DATES: Effective date 0901 UTC, October 29, 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 each day, 365 days each 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, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Raul Garza Jr., Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5874.

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 the 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 establishes Class E airspace extending upward from 700 feet above the surface at Hub Field, Jewett, TX, to support instrument flight rule operations at this airport.

History

The FAA published an NPRM for Docket No. FAA 2026-3532 in the **Federal Register** (April 1, 2026, 91 FR

16168; corrected April 7, 2026, 91 FR 17618), proposing to establish the Class E airspace at Hub Field, Jewett, TX. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Differences From the NPRM

After publication of the NPRM, an FAA database review noted that the incorrect coordinates were used. This final rule replaces the incorrect coordinates with the correct coordinates, Lat 31°25'50" N, long 96°08'05" W. This correction represents a ministerial change. It does not change the airspace dimensions or operating requirements. Accordingly, the FAA finds good cause that recirculating the NPRM for notice and comment is unnecessary.

Incorporation by Reference

Class E airspace designations are published in paragraph 6005 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 current 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 establishing Class E airspace upward from 700 feet above the surface within a 7.3-mile radius of Hub Field, Jewett, TX. This action supports new instrument procedures.

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 Order 2100.6B, "Rulemaking and Guidance Procedure" (March 10, 2025); and (3) is expected to result in, at most, de minimis costs from compliance with applicable operating requirements or minor flight rerouting for operators choosing to navigate around the controlled airspace. Since these

amendments are routine and the expected impact to operators is de minimis, the FAA certifies that this 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), which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points); and paragraph B-2.5(k), which categorically excludes from further environmental impact review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant 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 14 CFR 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 6005 Class E Airspace Areas
Extending Upward From 700 Feet or More
Above the Surface of the Earth.

* * * * *

ASW TX E5 Jewett, TX [Establish]

Hub Field, TX

(Lat 31°25'50" N, long 96°08'05" W)
That airspace extending upward from 700
feet above the surface within a 7.3-mile
radius of Hub Field.

* * * * *

Issued in Fort Worth, Texas, on June 30,
2026.

Jerry J. Creecy,

Acting Manager, Operations Support Group,
ATO Central Service Center.

[FR Doc. 2026-13472 Filed 7-1-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

14 CFR Parts 259 and 399

[Docket No. DOT-OST-2026-0199]

RIN 2105-AF34

Increasing Flexibility on Disclosure of Airline Ancillary Fees

AGENCY: Office of the Secretary (OST),
Department of Transportation

ACTION: Final rule.

SUMMARY: The Department of Transportation (Department or DOT) is issuing this final rule to implement the Fifth Circuit's vacatur of the Department's 2024 Final Rule, Enhancing Transparency of Airline Ancillary Service Fees. Because the legal effect of the court's decision is to reinstate the rules previously in force, this action revises the Code of Federal Regulations (CFR) to restore the Department's regulations on the disclosure of fees for ancillary services as they existed before publication of the 2024 Rule, returning to the standards established in a rule issued in 2011.

DATES: This final rule is effective July 2, 2026.

ADDRESSES: For further information contact Heather Filemyr, Ryan Patanaphan, or Blane A. Workie, Office of Aviation Consumer Protection, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, 202-366-9342, 202-366-7152 (fax), heather.filemyr@dot.gov, ryan.patanaphan@dot.gov, or blane.workie@dot.gov (email).

I. SUPPLEMENTARY INFORMATION

A. Background and Litigation History

On February 3, 2026, the United States Court of Appeals for the Fifth Circuit vacated the Department's 2024 Final Rule, Enhancing Transparency of Airline Ancillary Service Fees (2024 Rule), 89 FR 34620, April 30, 2024.¹ The Court vacated the 2024 Rule on the grounds that the Department violated the Administrative Procedure Act's notice-and-comment requirements by failing to provide an opportunity for public comment on the Nicholas Rupp study (Rupp study), which the Department utilized to estimate the relevance of ancillary fee information to consumers. Though the 2024 Rule is no longer legally enforceable, it remains printed in the CFR. This final rule revises the CFR to reinstate the Department's regulations on the disclosure of fees for ancillary services as they existed before publication of the 2024 Rule.

The litigation history leading to this vacatur involved several challenges from airlines and airline associations. Petitioners initially argued that the Department lacked prescriptive rulemaking authority under 49 U.S.C. 41712 and that the 2024 Rule was arbitrary and capricious. On July 29, 2024, a Fifth Circuit panel granted a stay of the rule, expressing concerns that DOT's authority was limited to adjudicating and to stopping "unfair or deceptive" practices rather than prescribing broad regulations.² However, on January 28, 2025, a subsequent panel held that the statutory framework does authorize the Department to prescribe regulations, though it maintained the stay due to the procedural failure regarding the Rupp study.³ On October 2, 2025, the Fifth Circuit granted a petition for *en banc* review, which ultimately led to the February 3, 2026 decision to vacate the 2024 Rule.⁴ That decision, which found that the Department violated the APA's notice and comment requirement by not providing the opportunity for comment on the Rupp study but did not rule on the scope of the Department's authority to issue regulations under 49 U.S.C. 41712 and 40113, has the legal effect of

reinstating the rules previously in force—in this case, the 2011 Rule.⁵

B. Reinstatement of the 2011 Rule Framework

The Department's 2011 Rule, titled, "Enhancing Airline Passenger Protections"⁶ (2011 Rule), established disclosure obligations to address consumer concerns regarding fees for ancillary services.⁷ By reverting to this standard, the Department restores requirements that were designed to ensure transparency without requiring the integrated display of fees during the initial search results as had been required in the 2024 Rule. Specifically, the 2011 Rule required: (1) airlines disclose on their homepages for at least three months any increase in baggage fees or changes in baggage allowances; (2) airlines and ticket agents disclose a notice on the first screen where a fare is shown that additional baggage fees may apply, including instructions on how to access those fees; (3) airlines and ticket agents provide information on e-ticket confirmations regarding free baggage allowances and applicable fees for the first and second checked bag and carry-on bag; and (4) airlines disclose all fees for ancillary services in one central place on the airline's website, permitting non-baggage fees to be expressed as ranges.

C. Removal of 2024 Rule Provisions

This final rule removes all requirements introduced in the 2024 Rule, which are now legally void. Specifically, the 2024 Rule required the disclosure of "critical ancillary service fees"—defined as the fees for a first and second checked bag, a carry-on bag, and ticket changes and cancellations—at the first point in an itinerary search process where fare and schedule information was displayed and required the disclosure of policies for these ancillary services before ticket purchase. These requirements applied to all online platforms of airlines and ticket agents. In addition, the 2024 Rule required airlines to share this fee information with ticket agents with whom they provided fare, schedule, and availability

⁵ *Action on Smoking & Health v. C.A.B.*, 713 F.2d 795, 797 (D.C. Cir. 1983); see also *Prometheus Radio Proj. v. F.C.C.*, 652 F.3d 431, 453 n.25 (3rd Cir. 2011); *Paulsen v. Daniels*, 413 F.3d 999, 1008 (9th Cir. 2005); *Cumberland Med. Ctr. v. Sec'y of Health & Human Servs.*, 781 F.2d 536, 538 (6th Cir. 1986).

⁶ 76 FR 23110 (Apr. 25, 2011).

⁷ Ancillary services are unbundled services that were traditionally included in the base fare of a ticket, such as the transport of passenger baggage (including carry-on baggage), ticket changes and cancellations, seat selection, inflight amenities such as food, and other services.

¹ *Airlines for Am. v. U.S. Dep't of Transp.*, 166 F.4th 487 (5th Cir. 2026) (*en banc*).

² *Airlines for Am. v. U.S. Dep't of Transp.*, 110 F.4th 672 (5th Cir. 2024).

³ *Airlines for Am. v. U.S. Dep't of Transp.*, 127 F.4th 563 (5th Cir. 2025).

⁴ *Airlines for Am. v. U.S. Dep't of Transp.*, 166 F.4th 487 (5th Cir. 2026) (*en banc*).