

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, AIR-520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: AMOC@faa.gov.

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(ii) AMOCs approved previously for AD 2022-16-06 and AD 2024-26-06 are approved as AMOCs for the corresponding provisions of EASA AD 2025-0169 that are required by paragraph (g) of this AD.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR-520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: Except as required by paragraph (i)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified 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 procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Additional Information

For more information about this AD, contact Matthew Spickelmier, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-846-2893; email: Matthew.J.Spickelmier@faa.gov.

(k) 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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2025-0169, dated July 31, 2025.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu.

(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 September 10, 2026.

Brian Knaup,

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

[FR Doc. 2026-18796 Filed 9-11-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-8803; Project Identifier AD-2026-00385-E]

RIN 2120-AA64

Airworthiness Directives; CFM International, S.A. Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain CFM International, S.A. (CFM) Model CFM56-5B, CFM56-5C, and CFM56-7B engines with a certain high-pressure turbine (HPT) inner stationary seal installed. This proposed AD was prompted by multiple reports of honeycomb separation from the surface of HPT inner stationary seals. This proposed AD would require initial and repetitive borescope inspections (BSIs) of the rotating air HPT front seal for cracks and, depending on the results, replacement with a part eligible for installation. This proposed AD would also require removal and replacement of the affected HPT inner stationary seal. This proposed AD would also require inspection of the affected HPT inner stationary seal for honeycomb separation and, depending on the results of the inspection, removal and replacement of the rotating air HPT front seal, HPT rotor blades, and No. 3 ball bearing. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by October 29, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal*: Go to regulations.gov. Follow the instructions for submitting comments.

- *Fax*: (202) 493-2251.

- *Mail*: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery*: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-8803; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For CFM service material identified in this proposed AD, contact CFM GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45125; phone: (877) 432-3272; email: aviation.fleet-support@ge.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

FOR FURTHER INFORMATION CONTACT:

Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7178; email: alexei.t.marqueen@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under the **ADDRESSES** section. Include "Docket No. FAA-2026-8803; Project Identifier AD-2026-00385-E" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may revise this proposal 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 NPRM.

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 NPRM 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 NPRM, 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 NPRM. Submissions containing CBI should be sent to Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA was notified by the manufacturer of multiple reports of honeycomb separation from the surface

of HPT inner stationary seals. A manufacturer investigation revealed that the affected HPT inner stationary seal may not have gone through the correct braze repair process, which could lead to a localized separation of the replaced honeycomb. This separation could affect the life of the HPT forward outer seal because missing honeycomb can induce a vibratory response in the HPT forward outer seal resulting in crack initiation in the seal teeth that propagate radially. This condition, if not addressed, could result in uncontained part release, damage to the engine, and damage to the airplane.

FAA’s Determination

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed the following service material:

- CFM Service Bulletin (SB) SB CFM56–7B S/B 72–1096, Revision 01, dated January 21, 2026.
- CFM SB CFM56–5B S/B 72–1129, Revision 01, dated January 21, 2026.
- CFM SB CFM56–5C S/B 72–0813, Revision 01, dated June 9, 2026.

This service material, differentiated by engine model, specifies procedures for performing a BSI of the rotating air HPT front seal for cracks and other damage.

The FAA also reviewed the following service material:

- CFM SB CFM56–5C S/B 72–0811, Revision 02, dated January 19, 2026.
- CFM SB CFM56–7B S/B 72–1093, Revision 02, dated January 19, 2026.
- CFM SB CFM56–5B S/B 72–1125, Revision 02, dated January 19, 2026.

This service material, differentiated by engine model, specifies procedures for inspecting the HPT inner stationary seal for honeycomb separation.

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.

Proposed AD Requirements in This NPRM

This proposed AD would require initial and repetitive BSIs of the rotating air HPT front seal for cracks and other damage and, depending on the results, replacement with a part eligible for installation. This proposed AD would also require removal and replacement of the affected HPT inner stationary seal. This proposed AD would also require inspection of the affected HPT inner stationary seal for honeycomb separation and, depending on the results of the inspection, removal and replacement of the rotating air HPT front seal, HPT rotor blades, and No. 3 ball bearing.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 39 engines installed on airplanes of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
BSI of rotating air HPT front seal	8 work-hours × \$85 per hour = \$680	\$0	\$680	\$26,520
Replacement of HPT inner stationary seal	8 work-hours × \$85 per hour = \$680	173,700	174,380	6,800,820
Inspection of HPT inner stationary seal	8 work-hours × \$85 per hour = \$680	0	680	26,520

The FAA estimates the following costs to do any necessary replacements that would be required based on the

results of the proposed inspections. The agency has no way of determining the

number of engines that might need these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replacement of rotating air HPT front seal	8 work-hours × \$85 per hour = \$680	\$601,400	\$602,080
Replacement of HPT rotor blades (set)	8 work-hours × \$85 per hour = \$680	2,019,320	2,020,000
Replacement of No. 3 ball bearing	8 work-hours × \$85 per hour = \$680	70,460	71,140

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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

- (1) Is not a "significant regulatory action" under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

CFM International, S.A.: Docket No. FAA–2026–8803; Project Identifier AD–2026–00385–E.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 29, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to CFM International, S.A. (CFM) Model engines identified in table 1 to paragraph (c) of this AD with an installed high-pressure turbine (HPT) inner stationary seal, part number (P/N) 1808M56G01, with a serial number (S/N) listed in Paragraph 4., APPENDIX—A, Table 3, of CFM Service Bulletin (SB) CFM56–5B S/B 72–1125, Revision 02, dated January 19, 2026 (CFM56–5B S/B 72–1125 R02); Paragraph 4., APPENDIX—A, Table 3, of CFM SB CFM56–5C S/B 72–0811, Revision 02, dated January 19, 2026 (CFM56–5C S/B 72–0811 R02); or Paragraph 4., APPENDIX—A, Table 3, of CFM SB CFM56–7B S/B 72–1093, Revision 02, dated January 19, 2026 (CFM56–7B S/B 72–1093 R02).

TABLE 1 TO PARAGRAPH (c)—CFM MODEL ENGINES

Make	Model
CFM	CFM56–5B1, CFM56–5B1/2P, CFM56–5B1/3, CFM56–5B1/P, CFM56–5B2, CFM56–5B2/2P, CFM56–5B2/3, CFM56–5B2/P, CFM56–5B3/2P, CFM56–5B3/2P1, CFM56–5B3/3, CFM56–5B3/3B1, CFM56–5B3/P, CFM56–5B3/P1, CFM56–5B4, CFM56–5B4/2P, CFM56–5B4/2P1, CFM56–5B4/3, CFM56–5B4/3B1, CFM56–5B4/P, CFM56–5B4/P1, CFM56–5B5, CFM56–5B5/3, CFM56–5B5/P, CFM56–5B6, CFM56–5B6/2P, CFM56–5B6/3, CFM56–5B6/P, CFM56–5B7, CFM56–5B7/3, CFM56–5B7/P, CFM56–5B8/3, CFM56–5B8/P, CFM56–5B9/2P, CFM56–5B9/3, CFM56–5B9/P.
CFM	CFM56–5C2, CFM56–5C2/4, CFM56–5C2/F, CFM56–5C2/F4, CFM56–5C2/G, CFM56–5C2/G4, CFM56–5C2/P, CFM56–5C3/F, CFM56–5C3/F4, CFM56–5C3/G, CFM56–5C3/G4, CFM56–5C3/P, CFM56–5C4, CFM56–5C4/1, CFM56–5C4/P, CFM56–5C4/1P.
CFM	CFM56–7B20, CFM56–7B20/2, CFM56–7B20/3, CFM56–7B20E, CFM56–7B22, CFM56–7B22/2, CFM56–7B22/3, CFM56–7B22/3B1, CFM56–7B22/B1, CFM56–7B22E, CFM56–7B22E/B1, CFM56–7B24, CFM56–7B24/2, CFM56–7B24/3, CFM56–7B24/3B1, CFM56–7B24/B1, CFM56–7B24E, CFM56–7B24E/B1, CFM56–7B26, CFM56–7B26/2, CFM56–7B26/3, CFM56–7B26/3B1, CFM56–7B26/3B2, CFM56–7B26/3B2F, CFM56–7B26/3F, CFM56–7B26/B1, CFM56–7B26/B2, CFM56–7B26E, CFM56–7B26E/B1, CFM56–7B26E/B2, CFM56–7B26E/B2F, CFM56–7B26E/F, CFM56–7B27, CFM56–7B27/2, CFM56–7B27/3, CFM56–7B27/3B1, CFM56–7B27/3B1F, CFM56–7B27/3B3, CFM56–7B27/3F, CFM56–7B27/B1, CFM56–7B27/B3, CFM56–7B27A, CFM56–7B27A/3, CFM56–7B27AE, CFM56–7B27E, CFM56–7B27E/B1, CFM56–7B27E/B1F, CFM56–7B27E/B3, CFM56–7B27E/F.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by multiple reports of honeycomb separation from the surface of HPT inner stationary seals. The FAA is issuing this AD to prevent failure of the HPT inner stationary seal and the rotating air HPT front seal. The unsafe condition, if not addressed, could result in uncontained part

release, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Definitions

For the purpose of this AD:

- (1) Group 1 engines are CFM Model CFM56–5B engines with a rotating air HPT front seal (HPT front seal) installed having P/N 1795M36P01 or P/N 1795M36P02, and an HPT inner stationary seal installed having P/

N 1808M56G01, with an S/N listed in Paragraph 4., APPENDIX—A, Table 1, of CFM56–5B S/B 72–1129, Revision 01, dated January 21, 2026 (CFM56–5B S/B 72–1129, Revision 01).

- (2) Group 2 engines are CFM Model CFM56–5B engines with an HPT front seal installed having P/N 1795M36P01 or P/N 1795M36P02, and an HPT inner stationary seal installed having P/N 1808M56G01, with an S/N listed in Paragraph 4., APPENDIX—A, Table 2, of CFM56–5B S/B 72–1129, Revision 01.

(3) Group 3 engines are CFM Model CFM56–5C engines with an installed HPT inner stationary seal, P/N 1808M56G01, with an S/N listed in Paragraph 4., APPENDIX—A, Table 1, of CFM56–5C S/B 72–0813, Revision 01, dated June 9, 2026 (CFM56–5C S/B 72–0813, Revision 01).

(4) Group 4 engines are CFM Model CFM56–7B engines with an HPT front seal installed having P/N 1795M36P02, and an HPT inner stationary seal installed having P/N 1808M56G01, with an S/N listed in Paragraph 4., APPENDIX—A, Table 1, of CFM56–7B S/B 72–1096 Revision 01, dated January 21, 2026 (CFM56–7B S/B 72–1096, Revision 01).

(5) Group 5 engines are CFM Model CFM56–7B engines with an HPT front seal installed having P/N 1795M36P02 and an HPT inner stationary seal installed having P/N 1808M56G01, with an S/N listed in Paragraph 4., APPENDIX—A, Table 2, of CFM56–7B S/B 72–1096 Revision 01.

(6) An “engine shop visit” is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine case flanges, except for the following situations, which do not constitute an engine shop visit:

(i) Separation of engine flanges solely for the purpose of transportation of the engine without subsequent maintenance.

(ii) Separation of engine flanges solely for the purpose of replacing the fan or propulsor without subsequent maintenance.

(7) An “HPT inner stationary seal that is eligible for installation” is an HPT inner stationary seal:

(i) That is not listed in Table 3 of CFM56–5B S/B 72–1125 R02; Table 3 of CFM56–5C S/B 72–0811 R02; or Table 3 CFM56–7B S/B 72–1093 R02; or

(ii) With P/N 1808M56G01 and an S/N listed in Table 3 of CFM56–5B S/B 72–1125 R02; Table 3 of CFM56–5C S/B 72–0811 R02; or Table 3 CFM56–7B S/B 72–1093 R02, that has been repaired as specified in CFM56–5B Engine Shop Manual (ESM), 72–41–03, REPAIR 003; CFM56–5C ESM, 72–41–03, REPAIR 003; or CFM56–7B ESM, 72–41–03, REPAIR 003, after the repair date listed in Paragraph 4., APPENDIX—A, Table 3 of CFM56–5B S/B 72–1125 R02, CFM56–5C S/B 72–0811 R02, or CFM56–7B S/B 72–1093 R02, as applicable by engine model.

(8) A “rotating air HPT front seal that is eligible for installation” is any rotating air HPT front seal that was not removed from service as a result of paragraph (h)(2) of this AD or as a result of paragraph (h)(5)(i) of this AD.

(9) “HPT rotor blades eligible for installation” are new HPT rotor blades with zero flight hours since new or HPT rotor blades that have been inspected and returned to a serviceable condition using FAA-approved maintenance procedures.

(10) A “No. 3 ball bearing eligible for installation” is any No. 3 ball bearing that was not removed from service as a result of paragraph (h)(5)(iii) of this AD.

(h) Required Actions

(1) Within the applicable time specified in paragraphs (h)(1)(i) through (v) of this AD, perform repetitive borescope inspections

(BSI) of the HPT front seal in accordance with the Accomplishment Instructions, paragraph 3.B of CFM56–5B S/B 72–1129, Revision 01; CFM56–5C S/B 72–0813, Revision 01; or CFM56–7B S/B 72–1096, Revision 01, as applicable by engine model.

(i) For Group 1 engines, within 400 flight cycles (FCs) after the effective date of this AD and thereafter at intervals not to exceed 800 FCs.

(ii) For Group 2 engines, within 300 FCs after the effective date of this AD and thereafter at intervals not to exceed 800 FCs.

(iii) For Group 3 engines, within 125 FCs after the effective date of this AD and thereafter at intervals not to exceed 250 FCs.

(iv) For Group 4 engines, within 400 FCs after the effective date of this AD and thereafter at intervals not to exceed 800 FCs.

(v) For Group 5 engines, within 300 FCs after the effective date of this AD and thereafter at intervals not to exceed 800 FCs.

(2) If during any BSI required by paragraph (h)(1) of this AD any crack is detected, before further flight, remove the rotating air HPT front seal from service and replace with a rotating air HPT front seal that is eligible for installation.

(3) At the next engine shop visit after the effective date of this AD, remove the affected HPT inner stationary seal and replace it with an HPT inner stationary seal that is eligible for installation.

(4) After removing the affected HPT inner stationary seal required by paragraph (h)(3) of this AD, inspect the removed HPT inner stationary seal for honeycomb separation in accordance with the Accomplishment Instructions, paragraph 3.C.(1), of CFM56–5B S/B 72–1125 R02; CFM56–5C S/B 72–0811 R02; or CFM56–7B S/B 72–1093 R02, as applicable by engine model.

(5) If honeycomb separation is found during the inspection required by paragraph (h)(4) of this AD, before further flight:

(i) Remove the rotating air HPT front seal from service and replace with a rotating air HPT front seal that is eligible for installation.

(ii) Remove the HPT rotor blades and replace them with HPT rotor blades eligible for installation.

(iii) Remove the No. 3 ball bearing from service and replace with a No. 3 ball bearing eligible for installation.

(i) Terminating Action

Accomplishing the actions in paragraphs (h)(3) through (5) of this AD constitutes terminating action for the repetitive BSIs of the HPT front seal required by paragraph (h)(1) of this AD.

(j) Installation Prohibition

(1) After the effective date of this AD, do not reinstall any rotating air HPT front seal that was removed as a result of paragraphs (h)(2) or (h)(5)(i) of this AD on any engine.

(2) After the effective date of this AD, do not reinstall any No. 3 ball bearing that was removed as a result of paragraph (h)(5)(iii) of this AD on any engine.

(k) No Reporting Requirement

Although the service material specifies to submit certain information to the manufacturer, this AD does not require that action.

(l) Credit for Previous Actions

You may take credit for the initial BSI specified in paragraph (h)(1) of this AD if you performed that BSI before the effective date of this AD using CFM SB CFM56–5C S/B 72–0813, Revision 00, dated July 15, 2025, CFM56–5B S/B 72–1129 Revision 00, dated July 10, 2025, or CFM56–7B S/B 72–1096 Revision 00, dated July 10, 2025.

You may take credit for the actions specified in paragraphs (h)(3) through (5) of this AD if you performed those actions before the effective date of this AD using CFM56–5B S/B 72–1125 Revision 00, dated January 28, 2025; CFM56–5B S/B 72–1125 Revision 01, dated July 10, 2025; CFM56–5C S/B 72–0811 Revision 00, dated January 28, 2025; CFM56–5C S/B 72–0811 Revision 01, dated July 10, 2025; CFM56–7B S/B 72–1093 Revision 00, dated January 28, 2025; or CFM56–7B S/B 72–1093 Revision 01, dated July 10, 2025.

(m) Alternative Methods of Compliance (AMOCs)

The Manager, AIR–520 Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (n)(1) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(n) Additional Information

(1) For more information about this AD, contact Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7178; email: alexei.t.marqueen@faa.gov.

(2) For material identified in this AD that is not incorporated by reference, contact CFM GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45125; phone: (877) 432–3272; email: aviation.fleetsupport@ge.com.

(o) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) CFM Service Bulletin (SB) CFM56–5B S/B 72–1125, Revision 02, dated January 19, 2026.

(ii) CFM SB CFM56–5B S/B 72–1129, Revision 01, dated January 21, 2026.

(iii) CFM SB CFM56–5C S/B 72–0811, Revision 02, dated January 19, 2026.

(iv) CFM SB CFM56–5C S/B 72–0813, Revision 01, dated June 9, 2026.

(v) CFM SB CFM56–7B S/B 72–1093, Revision 02, dated January 19, 2026.

(vi) CFM SB CFM56–7B S/B 72–1096, Revision 01, dated January 21, 2026.

(3) For CFM material identified in this AD, contact CFM GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45125; phone: (877) 432–3272; email: aviation.fleetssupport@ge.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. 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 September 10, 2026.

Brian Knaup,

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

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ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[EPA–R09–OAR–2026–4885; FRL–13450–01–R9]

Clean Data Determination; 1997 8-Hour Ozone Standards; California; Sacramento Metro Area

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed determination.

SUMMARY: The U.S. Environmental Protection Agency (EPA or “Agency”) is proposing to issue a clean data determination (CDD) for the Sacramento Metro, California nonattainment area to reflect our finding that the area is attaining the 1997 8-hour ozone national ambient air quality standards (NAAQS or “standards”). This finding is based on quality-assured and certified ambient air quality monitoring data from 2023 through 2025. If we finalize this CDD, certain Clean Air Act (CAA) requirements that apply to the Sacramento Metro area will be suspended for so long as the area continues to attain the 1997 8-hour ozone NAAQS. We are taking comments on this proposal and plan to follow with a final action.

DATES: Comments must be received on or before October 14, 2026.

ADDRESSES: Submit your comments, identified by Docket ID No. EPA–R09–OAR–2026–4885 at <https://www.regulations.gov>. For comments submitted at *Regulations.gov*, follow the

online instructions for submitting comments. Once submitted, comments cannot be edited or removed from *Regulations.gov*. The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>. If you need assistance in a language other than English or if you are a person with a disability who needs a reasonable accommodation at no cost to you, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section.

FOR FURTHER INFORMATION CONTACT:

Nicole Law, EPA Region IX, 75 Hawthorne Street, San Francisco, CA 94105; telephone number: (415) 947–4126; email: law.nicole@epa.gov.

SUPPLEMENTARY INFORMATION:

Throughout this proposed rule, the use of “we,” “us,” or “our” is intended to refer to the EPA. We use multiple abbreviations and terms in this proposed rule. While this list may not be exhaustive, for ease of reading and for reference purposes, the EPA defines the following terms and acronyms here:

AQS—Air Quality System
CAA—Clean Air Act
CARB—California Air Resources Board
CBI—confidential business information
CDD—clean data determination
CFR—Code of Federal Regulations
EDCAQMD—El Dorado County Air Quality Management District
EPA—Environmental Protection Agency
FR—Federal Register
FRAQMD—Feather River Air Quality Management District
NAAQS—national ambient air quality standards
NO_x—nitrogen oxides
NSR—New Source Review
NTTA—National Technology Transfer and Advancement Act
OMB—Office of Management and Budget
PCAPCD—Placer County Air Pollution Control District

ppm—parts per million
PRA—Paperwork Reduction Act
RACM—reasonably available control measures
RFP—reasonable further progress
RFA—Regulatory Flexibility Act
SIP—state implementation plan
SLAMS—State and local air monitoring stations
SMAQMD—Sacramento Metropolitan Air Quality Management District
SRR—SIP Requirements Rule
TSA—technical systems audit
UMRA—Unfunded Mandates Reform Act
U.S.C.—United States Code
VOC—volatile organic compounds
YSAQMD—Yolo-Solano Air Quality Management District

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I. Executive Summary

A. What action is the EPA proposing to take?

The EPA is proposing to issue a CDD for the Sacramento Metro, California nonattainment area to reflect our finding that the area is attaining the 1997 8-hour ozone NAAQS. This finding is based on quality-assured and certified ambient air quality monitoring data from 2023 through 2025.

B. What is the legal authority and what are the requirements?

Under the EPA’s longstanding Clean Data Policy,¹ which is reaffirmed for the 1997 ozone NAAQS at 40 CFR 51.918, when an area has attained the relevant 8-hour ozone standards, the Agency may issue a CDD after notice and comment rulemaking determining that a specific area is attaining the relevant standards. Under EPA regulations at 40 CFR 50.10, an area attains the 1997 ozone NAAQS when the 3-year average

¹ Memorandum dated May 10, 1995, from John S. Seitz, Director, Office of Air Quality Planning and Standards, to Regional Office Air Division Directors, Regions 1–10, Subject: “Reasonable Further Progress, Attainment Demonstration, and Related Requirements for Ozone Nonattainment areas Meeting the Ozone National Ambient Air Quality Standard” (“1995 Seitz Memo”).