[Federal Register, Volume 91 Number 206 (Tuesday, October 27, 2026)]
[Rules and Regulations]
[Pages 67435-67439]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2026-21902]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-2723; Project Identifier AD-2024-00429-A; Amendment 39-23502; AD 2026-21-13]

RIN 2120-AA64

Airworthiness Directives; Ontic Engineering and Manufacturing, Inc. (Type Certificate Previously Held by Swearingen, Fairchild Aircraft, and M7 Aerospace) Airplanes

AGENCY:

Federal Aviation Administration (FAA), DOT.

ACTION:

Final rule.

SUMMARY:

The FAA is adopting a new airworthiness directive (AD) for certain Ontic Engineering and Manufacturing, Inc. Model SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-PC, SA227-CC, SA227-DC (C-26B), and SA227-TT (300) airplanes. This AD was prompted by reports of in-flight pitch trim actuator failures. This AD requires repetitively inspecting the pitch trim actuator for cracked, missing, or compromised sealant, replacing and sealing the pitch trim actuator if cracked, missing, or compromised, repetitively measuring the pitch trim actuator travel time, and depending on the results of the measurements, replacing and sealing the pitch trim actuator. This AD also requires certain pitch trim actuators to be sealed after installation. The FAA is issuing this AD to address the unsafe condition on these products.

DATES:

This AD is effective December 1, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of December 1, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA-2026-2723; 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 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 Ontic material identified in this AD, contact Ontic, 1176 Telecom Drive, Creedmoor, NC 27522; phone: (919) 956-4300; email:*metroliner@ontic.com;* website: *metromerlin.com*.
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222-5110. It is also available at*regulations.gov* under Docket No. FAA-2026-2723.

FOR FURTHER INFORMATION CONTACT:

Trevor Carlton, Aviation Safety Engineer, FAA, East Certification Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5597; email: *ECB-COS@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 Ontic Engineering and Manufacturing, Inc. Model SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-PC, SA227-CC, SA227-DC (C-26B), and SA227-TT (300) airplanes. The NPRM was published in the **Federal Register** on April 2, 2026 (91 FR 16595). The NPRM was prompted by reports of in-flight pitch trim actuator failures. In the NPRM, the FAA proposed to require repetitively inspecting the pitch trim actuator for cracked, missing, or compromised sealant, replacing and sealing the pitch trim actuator if the sealant is found cracked, missing, or compromised, repetitively measuring the pitch trim actuator travel time, and depending on the results of the measurements, replacing and sealing the pitch trim actuator. The proposed AD would prohibit the installation of certain pitch trim actuators unless the pitch trim actuator is sealed.

The FAA is issuing this AD to prevent moisture intrusion into the pitch trim actuator body through the rod end keyway and pitch trim actuator piston. The unsafe condition, if not addressed, could result in pitch trim actuator failure and reduced control of the airplane.

The FAA is issuing this AD to address the unsafe condition on these products.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from two commenters. The commenters were Ontic Engineering and Manufacturing, Inc. and World Class Accessory, Inc. The commenters requested changes to the

proposed service information, compliance requirements, and installation provisions. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Incorporate the Latest Revisions of the Service Information

Ontic Engineering and Manufacturing, Inc. requested that the latest revisions of the service bulletins be incorporated into the NPRM: Ontic Engineering and Manufacturing, Inc. SA227 Service Bulletin (SB) 227-27-067R3 dated March 2, 2026, and Ontic Engineering and Manufacturing, Inc. SA226 Service Bulletin 226-27-087R3 dated March 2, 2026.

The FAA agrees. The latest revisions clarify the repetitive travel time measurements for the different actuators, update manpower requirements, and align the allowable system voltage for the actuator time travel measurements for the DL5040M5, Mod 1 actuator. None of these changes substantively affect the required actions for operators but instead are clarifying. This AD has been revised to incorporate the latest revisions of the applicable service bulletins while retaining credit for actions accomplished before the effective date of this AD using the service bulletin revisions referenced in the NPRM.

Request To Revise Paragraph (h) Required Actions for Model Group 1 Airplanes

World Class Accessory, Inc. requested editorial changes to the Required Actions for Model Group 1 Airplanes in paragraphs (h)(2) and (3) of the proposed AD. The commenter requested changing the phrase “seal the pitch trim actuator in accordance with” to “seal the pitch trim actuator rod ends in accordance with” for clarification.

The FAA disagrees. The FAA reviewed the requested editorial changes and determined that a revision is not necessary. The language in this AD is consistent with the service information from the design approval holder (DAH). The FAA did not change this AD as a result of this comment.

Request To Maintain the Repetitive Measurement Interval

Ontic Engineering and Manufacturing, Inc. requested that the repetitive measurement interval for airplanes equipped with an originally installed Simmonds-Precision pitch trim actuator, part number DL5040M5, remain identical by maintaining the current interval of not to exceed 250 flight hours or 6 calendar months, whichever occurs first.

The FAA agrees. This AD has the repetitive measurement intervals for both Group 1 and Group 2 airplanes equipped with an original DL5040M5 pitch trim actuator at intervals of not to exceed 250 flight hours or 6 calendar months, whichever occurs first. These intervals were selected to align with the repetitive inspection intervals required by AD 2007-16-03, Amendment 39-15142 (72 FR 43139, August 3, 2007) (AD 2007-16-03), and the DAH service information. Operators should already be accomplishing these repetitive inspections at the established intervals; therefore, this AD can be done at already established maintenance activity. The FAA did not change this AD as a result of this comment.

Request To Require Accomplishment by a Repair Station

World Class Accessory, Inc. requested revising paragraph (h)(1) of the proposed AD to require that the inspection of the ram of each actuator be accomplished only by a repair station. The commenter stated that the inspection cannot be accomplished in the field.

The FAA disagrees. The applicable Ontic service bulletins provide the information necessary to accomplish the required actions. It is the owner/operator's responsibility to ensure that those actions are performed by a qualified and licensed mechanic per FAA regulations. The FAA did not change this AD as a result of this comment.

Request To Revise the Installation Prohibition

World Class Accessory, Inc. requested revising the installation prohibition because the pitch trim actuator (PTA) rod ends cannot be sealed until the actuator is installed on the airplane, adjusted, and rigged. The commenter stated that the rod ends must be adjusted, secured, and sealed after installation on the airplane before the actuator can be returned to service.

The FAA agrees with the intent of the comment. The FAA acknowledges that the PTA must be installed on the airplane before sealant can be applied to the rod ends. However, the FAA disagrees that the installation prohibition prevents compliance with the AD. The return-to-service procedures in the applicable Ontic service bulletins account for this step. Specifically, Step 2.C.1.a of the Ontic service bulletin instructs maintenance personnel to apply sealant to each ram rod end in accordance with Step 2.B.8 after the actuator is installed on the airplane and rigging/adjustment is complete. The actuator must be sealed before the airplane is returned to service. The FAA revised paragraph (j) of this AD to clarify the installation prohibition language to ensure the return to service procedures in the applicable service bulletins are followed.

Changes Since the NPRM Was Issued

In Table 1 of paragraph (h)(5)(ii), the NPRM was missing a row for Simmonds-Precision pitch trim actuator P/N DL5040M8. The FAA has corrected the table in this final rule.

Conclusion

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. Except for minor editorial changes, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Ontic Engineering and Manufacturing, Inc. SA227 Commuter Category Series Service Bulletin CC7-27-038R3, dated January 27, 2026; Ontic Engineering and Manufacturing, Inc. SA227 Service Bulletin 227-27-067R3, dated March 2, 2026; and Ontic Engineering and Manufacturing, Inc. SA226 Service Bulletin 226-27-087R3, dated March 2, 2026. This material specifies procedures for inspections and functional checks of the pitch trim actuator and measurement of the pitch trim actuator travel time. These documents are distinct because they apply to different

airplane models. 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 Referenced Material

Although the material specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Costs of Compliance

The FAA estimates that this AD affects 198 airplanes of U.S. registry.

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
Measure pitch trim actuator travel time	3 work-hours × $85 per hour = $255	$0	$255 per cycle	$50,490 per cycle.
Inspect pitch trim actuator	3 work-hours × $85 per hour = $255	0	$255 per inspection cycle	$50,490 per inspection cycle.

The FAA estimates the following costs to do any necessary replacements that would be required based on the results of the inspection. The agency has no way of determining the number of airplanes that might need these replacements.

On-Condition Costs

Action	Labor cost	Parts cost	Cost per product
Seal pitch trim actuator rod ends	2 work-hours × $85 per hour = $170	$149	$319
Replace pitch trim actuator	5 work-hours × $85 per hour = $425	20,000	20,425

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:

2026-21-13 Ontic Engineering and Manufacturing, Inc. (Type Certificate Previously Held by Swearingen, Fairchild Aircraft, and M7 Aerospace): Amendment 39-23502; Docket No. FAA-2026-2723; Project Identifier AD-2024-00429-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Ontic Engineering and Manufacturing, Inc. (type certificate previously held by Swearingen, Fairchild Aircraft, and M7 Aerospace) model and serial number airplanes, certificated in any category, as identified in paragraphs (c)(1) and (2) of this AD.

(1) Group 1 airplanes: Model SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-PC, and SA227-TT (300) airplanes, all serial numbers with a pitch trim actuator Simmonds-Precision part number (P/N) DL5040M5, DL5040M6, or DL5040M8 installed.

(2) Group 2 airplanes: Model SA227-CC and SA227-DC (C-26B), all serial numbers with a pitch trim actuator Simmonds-Precision P/N DL5040M5, DL5040M6, or DL5040M8 installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 2731, Elevator Tab Control System.

(e) Unsafe Condition

This AD was prompted by reports of in-flight pitch trim actuator failure. The FAA is issuing this AD to prevent moisture intrusion into the pitch trim actuator body through the rod end keyway and pitch trim actuator piston. The unsafe condition, if not addressed, could result in pitch trim actuator failure and reduced control of 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) A new part is a pitch trim actuator with zero-hours time-in-service (TIS).

(2) An overhauled part is a pitch trim actuator that has zero hours TIS since the last overhaul.

(h) Required Actions for Model Group 1 Airplanes

(1) For all affected airplanes, at whichever compliance time in paragraph (h)(1)(i) or (ii) of this AD occurs later, inspect the ram of each actuator, specifically the pitch trim actuator rod ends, to determine if the sealant is cracked, missing, or compromised in accordance with Step 2.B.7, of the Accomplishment Instructions in Ontic Engineering and Manufacturing, Inc. SA227 Service Bulletin (SB) 227-27-067R3 dated March 2, 2026, (Ontic SB 227-27-067R3) or Ontic Engineering and

Manufacturing, Inc. SA226 Service Bulletin 226-27-087R3 dated March 2, 2026, (Ontic SB 226-27-087R3), as applicable for your airplane.

(i) Within 1,000 flight hours or 6 calendar months since the pitch trim actuator was put into service, whichever occurs first; or

(ii) Within 30 days after the effective date of this AD.

(2) For affected airplanes with any pitch trim actuator whose rod ends have been found to have cracked, missing, or compromised sealant per the inspection in paragraph (h)(1) of this AD, and have at least 1,000 flight hours or at least 6 calendar months, whichever is less since the pitch trim actuator was put into service, before further flight, replace the pitch trim actuator with a new or overhauled pitch trim actuator and install and seal the pitch trim actuator in accordance with the Accomplishment Instructions, Step 2.B.8, Ontic SB 227-27-067R3 or Ontic SB 226-27-087R3, as applicable for your airplane.

(3) For affected airplanes with any pitch trim actuator whose rod ends have been found to have cracked, missing, or compromised sealant per the inspection in paragraph (h)(1) of this AD, and have less than 1,000 flight hours or 6 calendar months, whichever is less since the pitch trim actuator was put into service, before further flight, inspect and apply sealant to the pitch trim actuator in accordance with the Accomplishment Instructions, Step 2.B., of Ontic SB 227-27-067R3 or Ontic SB 226-27-087R3, as applicable for your airplane.

(4) For all affected airplanes, repetitively inspect and seal the pitch trim actuator every 1,000 flight hours or every 12 calendar months, whichever occurs first, after the inspection required in paragraph (h)(1), in accordance with the Accomplishment Instructions, Step 2.B., Ontic SB 227-27-067R3 or Ontic SB 226-27-087R3, as applicable for your airplane.

(5) For all affected airplanes, at whichever compliance time in paragraph (h)(1)(i) or (ii) of this AD occurs later, measure the pitch trim actuator travel time in accordance with the Accomplishment Instructions, Step 2.A., Ontic SB 227-27-067R3 or Ontic SB 226-27-087R3, as applicable for your airplane.

(i) If either pitch trim actuator rod does not meet travel time criteria, before further flight, replace the pitch trim actuator with a new or overhauled pitch trim actuator.

(ii) If both pitch trim actuator rods meet travel time criteria, repeat the measurement of the pitch trim actuator at intervals specified below in table 1 to paragraph (h)(5)(ii) of this AD.

Table 1 to Paragraph (h)(5)(ii)—Group 1 Repetitive Measurement Intervals

Condition	Repetitive measurement interval
For airplanes that have an original Simmonds-Precision pitch trim actuator, P/N DL5040M5, installed	Intervals not to exceed 250 flight hours or 6 calendar months, whichever occurs first.
For airplanes that have a replacement Simmonds-Precision pitch trim actuator, P/N DL5040M5, installed where both	Intervals not to exceed 250 flight hours or 6 calendar months,

Condition	Repetitive measurement interval
nut tube assemblies, P/N AA56142, were not replaced with new assemblies	whichever occurs first.
For airplanes that have a replacement Simmonds-Precision pitch trim actuator, P/N DL5040M5, installed where both nut tube assemblies, P/N AA56142, were replaced with new assemblies	Intervals not to exceed 300 flight hours or 6 calendar months, whichever occurs first.
For airplanes that have a replacement Simmonds-Precision pitch trim actuator, P/N DL5040M6, installed. This part can be new, modified from a P/N DL5040M5 pitch trim actuator, or overhauled	Intervals not to exceed 300 flight hours or 6 calendar months, whichever occurs first.
For airplanes that have a Simmonds-Precision pitch trim actuator P/N DL5040M8, installed	Intervals not to exceed 300 flight hours or 6 calendar months, whichever occurs first.

(6) If any affected pitch trim actuator was replaced with a pitch trim actuator that makes the airplane a Group 1 airplane, the actions of this AD still apply at the applicable compliance times.

(i) Required Actions for Group 2 Airplanes

(1) For all affected airplanes, at whichever compliance time in paragraph (i)(1)(i) or (ii) of this AD occurs later, inspect the ram of each actuator, specifically the pitch trim actuator rod ends, to determine if the sealant is cracked, missing, or compromised, in accordance with the Accomplishment Instructions, Step 2.B.7, SA227 Commuter Category Series Service Bulletin CC7-27-038R3, dated January 27, 2026 (Ontic SB CC7-27-038R3).

(i) Within 1,000 flight hours or 6 calendar months since the pitch trim actuator was put into service, whichever occurs first; or

(ii) Within 30 days after the effective date of this AD.

(2) For affected airplanes with any pitch trim actuator whose rod ends have been found to have cracked, missing, or compromised sealant per the inspection in paragraph (i)(1) of this AD, and have at least 1,000 flight hours or at least 6 calendar months, whichever is less since the pitch trim actuator was put into service, before further flight, replace the pitch trim actuator with a new or overhauled pitch trim actuator and install and seal the pitch trim actuator in accordance with the Accomplishment Instructions, Step 2.B.8, Ontic SB CC7-27-038R3.

(3) For affected airplanes with any pitch trim actuator whose rod ends have been found to have cracked, missing, or compromised sealant per the inspection in paragraph (i)(1) of this AD, and have less than 1,000 flight hours or 6 calendar months, whichever is less since the pitch trim actuator was put into service, before further flight, inspect and apply sealant to the pitch trim actuator in accordance with the Accomplishment Instructions, Step 2.B., Ontic SB CC7-27-038R3.

(4) For all affected airplanes, repetitively inspect and seal the pitch trim actuator every 1,000 flight hours or every 12 calendar months, whichever occurs first, after the inspection required in paragraph (i)(1), in accordance with the Accomplishment Instructions, Step 2.B., Ontic SB CC7-27-038R3.

(5) For all affected airplanes, at whichever compliance time in paragraph (i)(1)(i) or (ii) of this AD occurs later, measure the pitch trim actuator travel time in accordance with the Accomplishment Instructions, Step 2.A., Ontic SB CC7-27-038R3.

(i) If either pitch trim actuator rod does not meet travel time criteria, before further flight, replace the pitch trim actuator with a new or overhauled pitch trim actuator.

(ii) If both pitch trim actuator rods meet travel time criteria, repeat the measurement of the pitch trim actuator at intervals specified below in table 2 to paragraph (i)(5)(ii) of this AD.

Table 2 to Paragraph (i)(5)(ii)—Group 2 Repetitive Measurement Intervals

Condition	Repetitive measurement interval
For airplanes that have an original Simmonds-Precision pitch trim actuator, P/N DL5040M5, installed	Intervals not to exceed 250 flight hours or 6 calendar months, whichever occurs first.
For airplanes that have a replacement Simmonds-Precision pitch trim actuator, P/N DL5040M5, installed where both nut tube assemblies, P/N AA56142, were not replaced with new assemblies	Intervals not to exceed 250 flight hours or 6 calendar months, whichever occurs first.
For airplanes that have a replacement Simmonds-Precision pitch trim actuator, P/N DL5040M5, installed where both nut tube assemblies, P/N AA56142, were replaced with new assemblies	Intervals not to exceed 300 flight hours or 6 calendar months, whichever occurs first.
For airplanes that have a Simmonds-Precision pitch trim actuator, P/N DL5040M6, installed	Intervals not to exceed 300 flight hours or 6 calendar months, whichever occurs first.
For airplanes that have a Simmonds-Precision pitch trim actuator P/N DL5040M8, installed	Intervals not to exceed 300 flight hours or 6 calendar months, whichever occurs first.

(6) If any affected pitch trim actuator was replaced with a pitch trim actuator that makes the airplane a Group 2 airplane, the actions of this AD still apply at the applicable compliance times.

(j) Installation Prohibition for All Airplane Models in Both Group 1 and Group 2

As of the effective date of this AD, do not install a pitch trim actuator unless, upon installation, the procedures in Step 2.C Return to Service of each applicable Service Bulletin referenced in paragraphs (h)(1) or (i)(1) of this AD are followed.

(k) No Reporting Requirement

Although the applicable Service Bulletins referenced in paragraphs (h)(1) and (i)(1) of this AD specify submission of certain information to the manufacturer, this AD does not include those reporting requirements.

(l) Credit for Previous Actions

(1) You may take credit for the actions required by paragraphs (h)(1) of this AD if those actions were performed before the effective date of this AD using Ontic Engineering and Manufacturing, Inc. SA227 Service Bulletin 227-27-067R2, dated November 8, 2024; Ontic Engineering and Manufacturing, Inc. SA226 Service Bulletin 226-27-087R2, dated November 8, 2024; Ontic Engineering and Manufacturing, Inc. SA227 Service Bulletin 227-27-067R1, dated August 16, 2024; or Ontic Engineering and Manufacturing Inc. SA227 Service Bulletin 227-27-067, dated July 29, 2024.

(2) You may take credit for the actions required by paragraphs (i)(1) of this AD if those actions were performed before the effective date of this AD using Ontic Engineering and Manufacturing, Inc. SA227 Commuter Category Series Service Bulletin CC7-27-038R2, dated November 8, 2024.

(m) Special Flight Permit

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

(n) Alternative Methods of Compliance (AMOCs)

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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the East Certification Branch, send it to the attention of the person identified in paragraph (o)(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.

(o) Additional Information

(1) For more information about this AD, contact Trevor Carlton, Aviation Safety Engineer, FAA, East Certification Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5597; 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 (p)(3) of this AD.

(p) 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) Ontic Engineering and Manufacturing, Inc. SA227 Commuter Category Series, Service Bulletin CC7-27-038R3, dated January 27, 2026.

(ii) Ontic Engineering and Manufacturing, Inc. SA227 Service Bulletin 227-27-067R3, dated March 2, 2026.

(iii) Ontic Engineering and Manufacturing, Inc. SA226 Service Bulletin 226-27-087R3, dated March 2, 2026.

(3) For Ontic Engineering and Manufacturing, Inc. material identified in this AD, contact Ontic Engineering and Manufacturing, Inc., 1176 Telecom Drive, Creedmoor, NC 27522; phone: (919) 956-4300; email: *metroliner@ontic.com;* website: *metromerlin.com*.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. 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 October 23, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-21902 Filed 10-26-26; 8:45 am]

BILLING CODE 4910-13-P