within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after November 2, 2023 (the effective date of AD 2023–18–07).

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2023–0058 is at the applicable ''limitations'' as incorporated by the requirements of paragraph (3) of EASA AD 2023–0058, or within 90 days after November 2, 2023 (the effective date of AD 2023–18–07), whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (4) and (5) of EASA AD 2023–0058.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2023–0058.

(i) Retained Restrictions on Alternative Actions and Intervals, With a New Exception

This paragraph restates the requirements of paragraph (k) of AD 2023–18–07, with a new exception. Except as required by paragraph (j) of this AD, after the maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (*e.g.,* inspections) and intervals are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2023–0058.

(j) New Revision of the Existing Maintenance or Inspection Program

Except as specified in paragraph (k) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2025–0123. Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraph (g) of this AD.

(k) Exceptions to EASA AD 2025–0123

(1) This AD does not adopt the requirements specified in paragraphs (1) and (2) of EASA AD 2025–0123.

(2) Paragraph (3) of EASA AD 2025–0123 specifies revising ''the approved AMP,'' within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2025–0123 is at the applicable ''limitations'' as incorporated by the requirements of paragraph (3) of EASA AD 2025–0123, or within 90 days after the effective date of this AD, whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (4) and (5) of EASA AD 2025–0123.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0123.

(l) New Provisions for Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (*e.g.,* inspections) and intervals are allowed unless the actions and intervals are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2025–0123.

(m) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (n) 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 responsible Flight Standards Office.

(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, International Validation Branch, FAA; or EASA; or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(n) Additional Information

For more information about this AD, contact Kimi Kim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 781–238–7693; email: *9-AVS-AIR-BACO-COS@faa.gov*.

(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 this AD specifies otherwise.

(3) The following material was approved for IBR on May 29, 2026.

(i) European Union Aviation Safety Agency (EASA) AD 2025–0123, dated May 28, 2025.

(ii) [Reserved]

(4) The following material was approved for IBR on November 2, 2023 (88 FR 66681, September 28, 2023).

(i) EASA AD 2023–0058, dated March 16, 2023.

(ii) [Reserved]

(5) 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*.

(6) 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.

(7) 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 April 13, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–08031 Filed 4–23–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3861; Project Identifier MCAI–2026–00003–Q; Amendment 39–23318; AD 2026–08–10]

RIN 2120–AA64

Airworthiness Directives; B/E Aerospace Fischer GmbH Medical Seats

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain B/E Aerospace Fischer GmbH (B/E Aerospace Fischer) Medical Seats 230/305. This AD was prompted by a determination that certain medical seats that are certified for aft facing (AF) and forward facing (FF) installations have been delivered with an incorrect version of the swivel unit. This AD requires modification and reidentification of the affected medical seats. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 11, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 11, 2026.

The FAA must receive comments on this AD by June 8, 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–2026–3861; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI) any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Collins Aerospace material identified in this AD, contact Collins Aerospace at B/E Aerospace Fischer GmbH Engineering | Helicopter Seating, Mueller-Armack-Str. 4, 84034 Landshut, Germany; phone: +49 871 932 480; email: *info.fischer@collins.com;* website: *collinsaerospace.com.*
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. 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–2026–3861.

FOR FURTHER INFORMATION CONTACT: Brenda Buitrago Perez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7368; email: *9-AVS-AIR-BACO-COS@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 **ADDRESSES**. Include ''Docket No. FAA–2026–3861; Project Identifier MCAI–2026–00003–Q'' 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 Brenda Buitrago Perez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. 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 European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2025–0294R1, dated February 9, 2026 (EASA AD 2025–0294R1) (also referred to as the MCAI), to correct an unsafe condition on B/E Aerospace Fischer Medical Seat 230/305, part number (P/N) 9613–1–35–( ), having serial numbers 3241, 3242, 3243, 3244, 3245, 3473, 3474, 3475, 3476, 3481, 3482, 3483, 3484, 3546, 3547, 3548, 3549, 3575, 3576, 3577, 3578, 3591, 3646, 3647, 3648, 3649, 3703, 3958, 3959, 3960, 3961, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4131, 4132, 4133, 4134, 4135, 4175, 4180, 4202, 4203, 4204, 4205, 4206, 4207, 4208, 4209, 4210, 4211, 4212 and 4213, installed on, but not limited to, Airbus Helicopters Deutschland (AHD) Model EC135 and MBB–BK 117 helicopters, Bell Textron Canada Limited Model 429 helicopters, and Bell Textron Inc. Model 412 helicopters. The MCAI states that a determination was made that certain seats that are certified for AF and FF installations have been delivered with an incorrect version of the swivel unit, which has been certified only for AF installation. The FAA is issuing this AD to address an incorrect version of the swivel unit on these medical seats. The unsafe condition, if not addressed, could result in injuries to the occupant during an emergency landing.

FAA's Determination

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA is issuing this AD 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 Collins Aerospace Alert Service Bulletin SB 9613–005, Issue D, dated December 3, 2025. This material specifies procedures for modifying the AF certified swivel unit P/N 9715–1 into an FF and AF certified swivel unit P/N 9715–2 and restoring the approved design data and the certified level of safety for the affected variants of the Medical Seats 230/305. 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.

AD Requirements

This AD requires either installing a placard on the affected medical seat or modifying and reidentifying of an affected medical seat, which is considered a terminating action for the actions required by this AD.

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. The affected seats that were delivered with an incorrect swivel unit do not meet the approved crashworthiness configuration for forward-facing installations; therefore, the FAA has determined that the corrective action must be accomplished before further flight, in order to prevent injuries to the occupant during an

emergency landing. This compliance time is shorter than the time necessary for the public to comment and for publication of the final rule. 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 FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 59 medical seats. 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
Modify and reidentify medical seat	1 work-hour × $85 per hour = $85	$25	$110	$6,490
Install a placard on an affected medical seat	1 work-hour × $85 per hour = $85	0	85	5,015

Either the modification or the placard requirement would be required by this AD. The placard would be a minimal parts cost.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866, 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:

2026–08–10 B/E Aerospace Fischer GmbH Medical Seats: Amendment 39–23318; Docket No. FAA–2026–3861; Project Identifier MCAI–2026–00003–Q.

(a) Effective Date

This airworthiness directive (AD) is effective May 11, 2026.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to B/E Aerospace Fischer GmbH (B/E Aerospace Fischer) Medical Seat 230/305 with a part number (P/N) and serial number combination listed in Table 1—affected P/Ns, in Paragraph 1.1 SB [Service Bulletin] Effectivity of Collins Aerospace Alert Service Bulletin (ASB) SB 9613–005, Issue D, dated December 3, 2025 (Collins Aerospace ASB SB 9613–005, Issue D).

(2) These seats are known to be installed on but not limited to: Airbus Helicopters Deutschland (AHD) Model EC135 and MBB–BK 117 helicopters, Bell Textron Canada Limited Model 429 helicopters, and Bell Textron Inc. Model 412 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2520, Passenger compartment equipment.

(e) Unsafe Condition

This AD was prompted by a determination that certain medical seats that are certified for aft facing (AF) and forward facing (FF) installations have been delivered with an incorrect version of the swivel unit. The FAA is issuing this AD to address an incorrect version of the swivel unit on these medical seats. The unsafe condition, if not addressed, could result in injuries to the occupant during an emergency landing.

(f) Compliance

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

(g) Required Actions

For medical seats identified in paragraph (c) of this AD, before further flight after the effective date of this AD, accomplish one of the following:

(1) Install a placard with the words ''Do not occupy'' on the affected medical seat; or

(2) Modify each AF certified swivel unit P/N 9715–1 into an FF and AF certified swivel unit P/N 9715–2 in accordance with the Accomplishment Instructions paragraphs 3.1.2 and 3.2 of Collins Aerospace ASB SB 9613–005, Issue D. This modification is considered a terminating action for this AD.

(h) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g)(2) of this AD, if those actions were performed before the effective date of this AD using Collins Aerospace ASB, SB 9613–005, Issue A, dated August 8, 2024; Issue B, dated October 24, 2024; or Issue C, dated November 13, 2024.

(i) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the actions of this AD can be accomplished, provided an affected medical seat identified in paragraph (c) of this AD is not occupied in the FF configuration.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k)(1) of this AD and email to *AMOC@faa.gov.*

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Additional Information

(1) For more information about this AD, contact Brenda Buitrago Perez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7368; email: *9-AVS-AIR-BACO-COS@faa.gov.*

(2) Material that is not incorporated by reference can be found at the contact information identified in paragraph (l)(3) of this AD.

(l) 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) Collins Aerospace Alert Service Bulletin SB 9613–005, Issue D, dated December 3, 2025.

(ii) [Reserved]

(3) For Collins Aerospace material identified in this AD, contact Collins Aerospace at B/E Aerospace Fischer GmbH Engineering | Helicopter Seating, Mueller-Armack-Str. 4, 84034 Landshut, Germany; phone: +49 871 932 480; email: *info.fischer@collins.com;* website: *collinsaerospace.com.*

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. 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 April 20, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–08003 Filed 4–23–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0918; Project Identifier AD–2024–00526–E; Amendment 39–23301; AD 2026–07–06]

RIN 2120–AA64

Airworthiness Directives; Pratt & Whitney Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Pratt & Whitney (PW) Model F117–PW–100, PW2037, PW2037D, PW2037M, PW2040, and PW2040D engines. This AD was prompted by an updated analysis of an event involving an International Aero Engines, LLC (IAE LLC) Model PW1127GA–JM engine, which experienced a high-pressure compressor (HPC) 7th-stage integrally bladed rotor (IBR–7) separation that resulted in an engine shutdown and aborted takeoff. This AD requires repetitive angled ultrasonic inspections (AUSIs) of certain high-pressure turbine (HPT) 1st-stage disks and turbine hubs for any crack indications, and if necessary, removal from service and replacement, and removal from service of certain HPT lenticular seal assemblies. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 29, 2026.

The Director of the Federal Register approved the incorporation by reference (IBR) of certain publications listed in this AD as of May 29, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–0918; 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 PW material identified in this AD, contact PW, 400 Main Street, East Hartford, CT 06118; phone: (860) 565–0140; email: *help24@prattwhitney.com;* website: *connect.prattwhitney.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. It is also available at *regulations.gov* under Docket No. FAA–2025–0918.

FOR FURTHER INFORMATION CONTACT: Molly Sturgis, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (562) 627–5373; email: *molly.a.sturgis@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 PW Model F117–PW–100, PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, and PW2643 engines. The NPRM was published in the **Federal Register** on June 2, 2025 (90 FR 23294). The NPRM was prompted by an updated analysis of an event involving an IAE LLC Model PW1127GA–JM engine, which experienced an HPC IBR–7 separation that resulted in an engine shutdown and aborted takeoff. The analysis revealed that the failure was caused by a nickel powdered metal anomaly and concluded that there is an increased risk of failure for additional nickel powdered metal parts in certain nickel powdered metal production campaigns, and these parts are susceptible to failure much earlier than previously determined. In the NPRM, the FAA proposed to require repetitive AUSIs of certain HPT 1st-stage disks and turbine hubs for any crack indications, and if necessary, removal from service and replacement, and removal from service of certain HPT lenticular seal assemblies. During the publication process of this AD, the type certificate data sheet (TCDS) was revised and PW Model PW2043, PW2143, and PW2643 engines were removed from the TCDS. Therefore, this final rule does not apply to those engine models. The FAA is issuing this AD to address the unsafe condition on these products.