and record it in the existing helicopter log card or equivalent record.

(2) Before the yaw pedal damper check valve housing has accumulated 30,000 total hours TIS or within 60 days after the effective date of this AD, whichever occurs later, remove the yaw pedal damper check valve housing from service and replace with a serviceable part.

**(i) Fluorescent Penetrant Inspection (FPI) and Corrective Action**

(1) Within 150 hours TIS or 4 months, whichever occurs first after the effective date of this AD, perform an FPI of the yaw pedal damper check valve housing in accordance with the Accomplishment Instructions, paragraphs 3.C.(3) through (9), of Sikorsky ASB 61B65–25. If there are any cracks in the yaw pedal damper check valve housing, before further flight, remove the yaw pedal damper check valve housing and the associated attachment bolts from service and replace the affected parts with serviceable parts. This FPI terminates the daily checks required by paragraph (g) of this AD.

(2) After accomplishing the actions as required by paragraph (i)(1) of this AD, thereafter at every 15 hours TIS, perform the repetitive visual inspection required by paragraph (g) of this AD.

**Note 1 to paragraph (i)(2):** The 15-hour repetitive inspection is established to coincide with any existing 15-hour TIS safety inspections of the auxiliary servo assembly. For example, Sikorsky Aircraft Model S–61N helicopters have this inspection as specified in Sikorsky Aircraft S–61 Equalized Inspection and Maintenance Program, SA 4047–13, Revision No. 18, dated January 15, 2014.

**(j) Update Maintenance Records**

Within 30 days after the effective date of this AD, incorporate into existing maintenance records required by 14 CFR 91.417(a)(2) or 135.439(a)(2), as applicable for your helicopter, a new service life limit of 30,000 hours TIS for the yaw pedal damper check valve housing.

**(k) Provisions for Alternative Actions and Intervals**

After the action required by paragraph (j) of this AD has been accomplished, no alternative actions and associated thresholds and intervals, including life limits, are allowed.

**(l) Revision of Existing Rotorcraft Flight Manual (RFM)**

Within 30 days after the effective date of this AD, revise the normal procedures section, specifically the preflight inspection of the flight control servo system procedure, of the existing RFM for the helicopter by inserting the information specified in figure 1 to paragraph (l) of this AD or by inserting a copy of this AD.

**Figure 1 to Paragraph (l)—New RFM Caution**

CAUTION

Full activation of the rudder pedals in less than 5 seconds will likely damage the yaw bellcrank, yaw pedal damper housing, and yaw pedal damper attachment bolts on the YAW AUX servo.

**(m) No Reporting or Returning Parts Requirements**

Although Sikorsky ASB 61B65–25 specifies submitting certain information or returning an affected part to the manufacturer, this AD does not include those requirements.

**(n) Special Flight Permits**

Special flight permits are prohibited.

**(o) 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 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 (p) 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.

**(p) Additional Information**

(1) For more information about this AD, contact Fatin Saumik, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (516) 228–7350; email: *ECB-COS@faa.gov.*

(2) Sikorsky Aircraft Corporation material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (q)(3) of this AD.

**(q) 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) Sikorsky Aircraft Corporation S–61 Helicopter Alert Service Bulletin ASB 61B65–25, Basic Issue, dated October 17, 2022, as corrected by Sikorsky Aircraft Corporation S–61 Helicopter Alert Service Bulletin Errata, effective February 3, 2026.

(ii) [Reserved]

(3) For Sikorsky Aircraft Corporation material identified in this AD, contact Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, Mailstop K100, 124 Quarry Road, Trumbull, CT 06611; phone: 1–800–946–4337 (1–800-Winged-S); email: *wcs_cust_service_eng.gr-sik@lmco.com;* website: sikorsky360.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 May 22, 2026.

**Steven W. Thompson,**

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

[FR Doc. 2026–11185 Filed 6–3–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2026–2280; Project Identifier MCAI–2025–01562–T; Amendment 39–23369; AD 2026–11–08]**

**RIN 2120–AA64**

## Airworthiness Directives; Airbus SAS Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Airbus SAS Model A350–941 airplanes.

This AD was prompted by a determination that double overcoating sealant was not applied during production on certain fasteners in the center wing box (CWB) and belly faring junction for both left-hand (LH) and right-hand (RH) sides, and certain fasteners are also susceptible to rotation. This AD requires replacing each affected part and applying additional head nut cap protection. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective July 9, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of July 9, 2026.

**ADDRESSES:**

*AD Docket:* You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–2280; 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 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 European Union Aviation Safety Agency (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.*
- 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. It is also available at *regulations.gov* under Docket No. FAA–2026–2280.

**FOR FURTHER INFORMATION CONTACT:** Tak Kobayashi, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: (206) 231–3553; email: *Takahisa.Kobayashi@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 Airbus SAS Model A350–941 airplanes. The NPRM was published in the **Federal Register** on February 25, 2026 (91 FR 9199). The NPRM was prompted by EASA AD 2025–0210, dated September 24, 2025 (EASA AD 2025–0210) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that during production some fasteners located at the junction between the CWB lower panel and the belly fairing fittings on both LH and RH sides may have been installed without double overcoating sealant; in addition, some fasteners EN6115 code B have been installed, which are susceptible to rotation. This condition, if not corrected, could lead to loss of fastener clamping and crack of nut sealant cover, possibly resulting, in the case of a lightning strike, in a risk of a fuel tank explosion and consequent loss of the airplane.

In the NPRM, the FAA proposed to require replacing each affected part and applying additional head nut cap protection, as specified in EASA AD 2025–0210. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–2280.

## Discussion of Final Airworthiness Directive

### Comments

The FAA received a comment from the Airline Pilots Association, International (ALPA) who supported the NPRM without change.

### Conclusion

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 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, 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

EASA AD 2025–0210 specifies procedures for replacing fasteners installed at Frame (FR) 46 and FR 49 on the LH and RH sides of the CWB and for applying additional head nut cap protection (*e.g.,* applying sealant and corrosion inhibiting fastener head protection). 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.

### Costs of Compliance

The FAA estimates that this AD affects 5 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

| Labor cost | Parts cost | Cost per product | Cost on U.S. operators |
|---|---|---|---|
| 64 work-hours × $85 per hour = $5,440 | $480 | $5,920 | $29,600 |

## 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:

**2026–11–08 Airbus SAS:** Amendment 39–23369; Docket No. FAA–2026–2280; Project Identifier MCAI–2025–01562–T.

**(a) Effective Date**

This airworthiness directive (AD) is effective July 9, 2026.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus SAS Model A350–941 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2025–0210, dated September 24, 2025 (EASA AD 2025–0210).

**(d) Subject**

Air Transport Association (ATA) of America Code 57, Wings.

**(e) Unsafe Condition**

This AD was prompted by a determination that double overcoating sealant was not applied during production on certain fasteners in the center wing box and belly faring junction for both left-hand and right-hand sides, and certain fasteners are susceptible to rotation. The FAA is issuing this AD to address incorrect fastener installation. This unsafe condition, if not addressed, could result in loss of fastener clamping and crack of nut sealant cover, possibly resulting, in the case of a lightning strike, in a risk of a fuel tank explosion and consequent loss of the airplane.

**(f) Compliance**

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

**(g) Requirements**

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2025–0210.

**(h) Exceptions to EASA AD 2025–0210**

(1) Where EASA AD 2025–0210 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where the definition of ''Affected part'' in EASA AD 2025–0210 specifies ''as specified in the SB'', this AD requires replacing that text with ''as specified in Airbus Service Bulletin A350–57–P094, dated June 17, 2025''.

(3) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0210.

**(i) Additional AD Provisions**

The following provisions also apply to this AD:

(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.* 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, 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 Tak Kobayashi, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: (206) 231–3553; email: *takahisa.kobayashi@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 2025–0210, dated September 24, 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 May 22, 2026.

**Lona C. Saccomando,**

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

[FR Doc. 2026–11215 Filed 6–3–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2025–2540; Project Identifier MCAI–2025–00158–R; Amendment 39–23360; AD 2026–10–20]**

**RIN 2120–AA64**

## Airworthiness Directives; Airbus Helicopters Deutschland GmbH Helicopters

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Deutschland GmbH (AHD) Model MBB–BK 117 D–3 helicopters. This AD was prompted by