

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:

2026–15–07 Pilatus Aircraft Ltd.:

Amendment 39–23419; Docket No. FAA–2026–0015; Project Identifier MCAI–2025–01528–A.

(a) Effective Date

This airworthiness directive (AD) is effective September 3, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd Model PC–12/47E airplanes, manufacturer

serial numbers 1720 and 2001 through 2999, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 7720, Engine Temp. Indicating System.

(e) Unsafe Condition

This AD was prompted by a report that during an engine start on the ground, the airplane battery voltage dropped to a value that resulted in an avionic system shutdown. The FAA is issuing this AD to prevent takeoff when an undetected interstage turbine temperature exceedance occurs during engine start. The unsafe condition, if not addressed, could result in reduced turbine blade structural integrity with possible engine failure and loss of thrust.

(f) Compliance

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

(g) Required Actions

(1) Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2025–0201, dated September 18, 2025 (EASA AD 2025–0201).

(2) The actions required by paragraph (g)(1) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Exceptions to EASA AD 2025–0201

(1) Where EASA AD 2025–0201 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2025–0201 specifies to “implement the POH TR, as defined in this AD”, this AD requires replacing that text with “revise the Normal Procedures Section of the existing POH for your airplane by inserting a copy of the POH TR as defined in EASA AD 2025–0201”.

(3) Where paragraph (1) of EASA AD 2025–0201 specifies to inform all flight crews and, thereafter, operate the [airplane] accordingly, this AD does not require those actions (see 14 CFR 91.9, 91.103, and 135.21).

(4) This AD does not adopt the “Remarks” section of EASA AD 2025–0201.

(i) 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 (j) 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 responsible Flight Standards Office/certificate holding district office.

(j) Additional Information

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: doug.rudolph@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 the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2025–0201, dated September 18, 2025.

(ii) [Reserved]

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

(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 July 16, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–15467 Filed 7–29–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3864; Project Identifier MCAI–2022–01215–T; Amendment 39–23421; AD 2026–15–09]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc., Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Bombardier, Inc. Model BD–700–1A10 and BD–700–1A11 airplanes. This AD was prompted by an in-service event where a main landing gear tire burst

upon landing. This AD requires an inspection to determine if an affected brake control unit (BCU) is installed and replacement of affected BCUs. This AD also prohibits the installation of affected parts. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 3, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 3, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–3864; 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 Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca. You may find this material on the Transport Canada website at tc.canada.ca/en/aviation.

- 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](https://www.regulations.gov) under Docket No. FAA–2026–3864.

FOR FURTHER INFORMATION CONTACT:

Elizabeth Dowling, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7300; email: Elizabeth.M.Dowling@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 Bombardier, Inc. Model BD–700–1A10, BD–700–1A11 airplanes. The NPRM was published in the **Federal Register** on April 23, 2026 (91 FR 21747). The NPRM was prompted by Transport Canada AD CF–2022–53, dated September 8, 2022 (Transport Canada AD CF–2022–53) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states an in-service event occurred where a main landing gear tire burst upon landing. The investigation into the event found that with the loss of a 5V power supply in the BCU wheel control card, a residual current may build within the brake control valve (BCV) driver circuit. This residual current may result in uncommanded brake pressure during landing. If not corrected, this can cause one or more tires to burst due to a dragging brake or a locked brake, unexpected deceleration, degraded braking performance, directional difficulties, or brake(s) overheating.

In the NPRM, the FAA proposed to require an inspection to determine if an affected BCU is installed, replacement of affected BCUs, and prohibit the installation of affected parts, as specified in Transport Canada AD CF–2022–53. 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](https://www.regulations.gov) under Docket No. FAA–2026–3864.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from NetJets Aviation. The following presents the comment received on the NPRM and the FAA’s response to the comment.

Request To Allow the Use of Maintenance Records

NetJets Aviation requested that the FAA revise the proposed AD to allow logbook research as an acceptable method of compliance for Part I, “Verification of Installed Parts,” of Transport Canada AD CF–2022–53. NetJets Aviation stated that determining whether BCU part number GW415–7125–7 is installed can be reliably accomplished through review of aircraft maintenance records and component installation history when documentation is complete and

traceable, without requiring a physical inspection. NetJets Aviation also stated that allowing this approach would reduce unnecessary maintenance burden while maintaining an equivalent level of safety.

The FAA agrees. The FAA has determined that a review of airplane maintenance records is acceptable in lieu of the inspection to determine the BCU part number, provided the BCU part number can be conclusively determined from that review. The FAA has added an exception to paragraph (h)(2) of this AD accordingly.

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, 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

Transport Canada AD CF–2022–53 specifies procedures for an inspection to determine if BCUs with part number (P/N) GW415–7125–7 (Crane P/N 42–965–3) are installed and replacement of affected parts with BCU P/N GW415–7125–9 (Crane P/N 42–965–4). Transport Canada AD CF–2022–53 also prohibits the installation of affected parts.

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

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
2 work-hours × \$85 per hour = \$170	\$0	\$170	\$7,140

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

the results of any required actions. The FAA has no way of determining the

number of aircraft that might need this on-condition action:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
2 work-hours × \$85 per hour = \$170	Up to \$430,089	Up to \$430,259.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all 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,
- (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:

2026–15–09 Bombardier, Inc.: Amendment 39–23421; Docket No. FAA–2026–3864; Project Identifier MCAI–2022–01215–T.

(a) Effective Date

This airworthiness directive (AD) is effective September 3, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model BD–700–1A10 and BD–700–1A11 airplanes, certificated in any category, as identified in Transport Canada AD CF–2022–53, dated September 8, 2022 (Transport Canada AD CF–2022–53).

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Unsafe Condition

This AD was prompted by an in-service event where a main landing gear tire burst upon landing. The investigation into the

event found that with the loss of a 5V power supply in the brake control unit (BCU) wheel control card, a residual current may build within the brake control valve (BCV) driver circuit. This residual current may result in uncommanded brake pressure during landing. The unsafe condition, if not addressed, could result in one or more tires to burst due to a dragging brake or a locked brake, unexpected deceleration, degraded braking performance, directional difficulties, or brake(s) overheating.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada AD CF–2022–53.

(h) Exception to Transport Canada AD CF–2022–53

(1) Where Transport Canada AD CF–2022–53 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Part I, "Verification of Installed Parts", of Transport Canada AD CF–2022–53 specifies to inspect whether BCU part number (P/N) GW415–7125–7 (Crane P/N 42–965–3) is installed, for this AD, a review of airplane maintenance records is acceptable in lieu of the inspection, provided the BCU part number can be conclusively determined from that review.

(i) No Reporting Requirement and No Return of Parts

Although the material referenced in Transport Canada AD CF–2022–53 specifies to submit certain information and return parts to the manufacturer, this AD does not include those requirements.

(j) 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 (k) 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 Transport Canada; or Bombardier, Inc.'s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(k) Additional Information

For more information about this AD, contact Elizabeth Dowling, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7300; email: Elizabeth.M.Dowling@faa.gov.

(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 this AD specifies otherwise.

(i) Transport Canada AD CF-2022-53, dated September 8, 2022.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888-663-3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca. You may find this material on the Transport Canada website at tc.canada.ca/en/aviation.

(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 July 20, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-15409 Filed 7-29-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-3869; Project Identifier MCAI-2025-00429-R; Amendment 39-23427; AD 2026-15-15]

RIN 2120-AA64

Airworthiness Directives; Leonardo S.p.a. Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Leonardo S.p.a. Model AW189 helicopters. This AD was prompted by reports of cracking on the ejector ducts. This AD requires repetitively inspecting the left-hand (LH) side and right-hand (RH) side ejector ducts, including the exhaust bracket reinforcements and reinforcement plates, and, depending on the results, replacing any affected ejector duct. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 3, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 3, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-3869; 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; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: 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, 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-2026-3869.

FOR FURTHER INFORMATION CONTACT:

David Enns, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946-4147; email: david.enns@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 all Leonardo S.p.a. Model AW189 helicopters. The NPRM was published in the **Federal Register** on April 29, 2026 (91 FR 23031). The NPRM was prompted by EASA AD 2025-0064, dated March 25, 2025 (EASA AD 2025-0064) (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 there have been reports of cracking on ejector duct part number (P/N) 8G7810P00131 (LH side) and P/N 8G7810P00231 (RH side) of the rear sliding cowling, where the engine exhaust ducts are installed. The MCAI also states that investigation of the cracks, which developed around the engine exhaust duct boundary reinforcement plate, is ongoing to identify the root cause of the occurrences, and the inspection area needs to be extended to the area of the exhaust bracket reinforcements.

Additionally, the MCAI states that, due to reasons still under investigation, any Leonardo S.p.a. Model AW189 helicopter having manufacturer serial number 49018, 49019, 49025, or 49028 is subject to shorter compliance times due to higher likelihood of cracking. This condition, if not detected and corrected, could lead to detachment of a part of the ejector duct, which could impact the helicopter tailplane or the tail rotor with consequent loss of control of the helicopter.

In the NPRM, the FAA proposed to require repetitively inspecting the LH side and RH side ejector ducts, including the exhaust bracket reinforcements and reinforcement plates, and, depending on the results, replacing any affected ejector duct. The FAA is issuing this AD to address the unsafe condition on these products.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.