

Issued on July 28, 2026.

Steven W. Thompson,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–1336; Project Identifier MCAI–2025–00254–T; Amendment 39–23426; AD 2026–15–14]

RIN 2120–AA64

Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2025–06–01, which applied to all Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. AD 2025–06–01 required revising the existing airplane flight manual (AFM) to incorporate the procedures for the flightcrew to manually isolate the opposite functional engine in the event of an engine bleed duct large leak condition. Since the FAA issued AD 2025–06–01, an electronic engine control (EEC) software update has been developed to address the unsafe condition. This AD continues to require the actions in AD 2025–06–01 and requires installing a certain EEC software update on both engines. This AD also removes airplanes from the applicability. 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–2026–1336; 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–2026–1336.

FOR FURTHER INFORMATION CONTACT:

Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 907–271–5844; email: erica.e.bayles@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2025–06–01, Amendment 39–22989 (90 FR 12457, March 18, 2025) (AD 2025–06–01). AD 2025–06–01 applied to all Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. AD 2025–06–01 required revising the existing AFM to incorporate the procedures for the flightcrew to manually isolate the opposite functional engine in the event of an engine bleed duct large leak condition. The FAA issued AD 2025–06–01 to address partially impaired software protection logic for potential large leaks from the engine bleed duct inside the engine core compartments, which could result in dual engine failure.

The NPRM was published in the **Federal Register** on February 23, 2026 (91 FR 8390). The NPRM was prompted by Transport Canada AD CF–2025–12, dated March 4, 2025 (Transport Canada AD CF–2025–12) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states that Pratt & Whitney developed an EEC software update (version 2.12.1, part number 5324158–15) to address the detection and protection for potential large leaks. Installation of EEC software version

2.12.1 on both engines is a terminating action to the AFM revision specified in the MCAI. The MCAI also removes production airplanes from the applicability that will have an equivalent modification incorporated before delivery.

In the NPRM, the FAA proposed to continue to require the actions in AD 2025–06–01 and require installing a certain EEC software update on both engines, as specified in Transport Canada AD CF–2025–12. 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–2026–1336.

Discussion of Final Airworthiness Directive

Comments

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

The FAA received additional comments from Delta Air Lines (Delta). The following presents the comments received on the NPRM and the FAA’s response to each comment.

Request To Allow Replacement of the EEC

Delta requested that the FAA revise paragraph (h)(4) of the proposed AD to allow either replacement or modification of the EEC to a software version eligible for installation, for added operator flexibility. Delta stated that Transport Canada AD CF–2025–12 mandates installation of EEC software version V2.12.1 either through replacement or modification of the EEC as terminating action of the Transport Canada AD. Delta suggested that the ability to either modify or replace the EEC would allow operators additional flexibility in AD implementation.

Replacement of an EEC is an optional method of compliance. The FAA has revised paragraph (h)(4) of this AD to specify replacement of an EEC with an EEC that has EEC software version 2.12.1 or later approved version as an optional method of compliance for this AD.

Request To Allow Later Software Versions

Delta requested that the FAA revise the proposed AD to allow later EEC software versions. Delta recommended that the FAA add a new paragraph to the proposed AD titled “Definitions” and define “EEC Software Version Eligible for Installation” as “EEC Software Version V2.12.1 or later” to accommodate future EEC software

version releases. Delta noted that other FAA ADs for these aircraft that have mandated installation of a specific EEC software version have allowed for future EEC software versions to be considered as AD-compliant. Delta suggested that defining an EEC software version eligible for installation as V2.12.1 or later would accommodate future EEC software versions released by the manufacturer for continued fleet reliability improvements and would align with previous ADs with EEC software version mandates.

The FAA agrees to allow later EEC software versions. The FAA coordinated with Transport Canada regarding the acceptability of specifying later versions of EEC software for this aircraft. While the FAA has not revised this AD to add a definitions paragraph, the FAA has revised paragraph (h)(4) of this AD to allow later versions of the EEC software.

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–2025–12 specifies procedures for revising the

“Non-Normal Procedure” of the AFM to incorporate the procedures for the flightcrew to manually isolate the opposite functional engine in the event of an engine bleed duct large leak condition, and the installation of a certain EEC software update on both engines, which terminates the AFM revision. The installation consists of updating the EEC software to version 2.12.1 by either replacing or modifying the EEC to include software version 2.12.1. 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 this AD affects 152 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Retained actions from AD 2025–06–01	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$12,920
New actions (software upgrade)	10 work-hours × \$85 per hour = \$850	0	850	129,200

ESTIMATED COSTS FOR OPTIONAL ACTIONS

Action	Labor cost	Parts cost	Cost per product
Replace EEC	9 work-hours × \$85 per hour = \$765	\$1,291,050	\$1,291,815

The FAA has determined that it is not likely that operators would need to replace the EEC in order to complete the software upgrade; therefore, the rule is not significant.

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:**

■ a. Removing Airworthiness Directive (AD) AD 2025–06–01, Amendment 39–22989 (90 FR 12457, March 18, 2025); and

■ b. Adding the following new AD:

2026–15–14 Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.): Amendment 39–23426; Docket No. FAA–2026–1336; Project Identifier MCAI–2025–00254–T.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2025–06–01, Amendment 39–22989 (90 FR 12457, March 18, 2025) (AD 2025–06–01).

(c) Applicability

This AD applies to Airbus Canada Limited Partnership (Type Certificate previously held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Model BD–500–1A10 and BD–500–1A11 airplanes, certificated in any category, as identified in Transport Canada AD CF–2025–12, dated March 4, 2025 (Transport Canada AD CF–2025–12).

(d) Subject

Air Transport Association (ATA) of America Code 73, Engine fuel and control.

(e) Unsafe Condition

This AD was prompted by a design review that discovered software protection logic for potential large leaks from the engine bleed duct inside the engine core compartments was partially impaired. Under certain large leak conditions (e.g., a duct burst at a specific portion of the engine's bleed ducting), Pratt & Whitney's PW1500G engine's electronic engine control (EEC) would not transmit the necessary information to the aircraft controller to automatically isolate the opposite engine from the leak path in the bleed system. In addition, since AD 2025–06–01 was issued, the FAA determined the installation of an engine EEC software update must be done to address the unsafe condition. The FAA is issuing this AD to address the unsafe condition which, if not addressed, could result in dual engine failure.

(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, Transport Canada AD CF–2025–12.

(h) Exceptions to Transport Canada AD CF–2025–12

(1) Where Transport Canada AD CF–2025–12 refers to September 10, 2024 (the effective date of Transport Canada AD CF–2024–30, dated August 27, 2024), this AD requires using April 22, 2025 (the effective date of AD 2025–06–01).

(2) Where Transport Canada AD CF–2025–12 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph B. of part I of Transport Canada AD CF–2025–12 specifies to “inform all flight crews of these changes in the AFM procedures and thereafter operate the aeroplane accordingly,” this AD does not require those actions as those actions are already required by existing FAA operating regulations (see 14 CFR 91.9, 14 CFR 91.505, and 14 CFR 121.137).

(4) Where the material referenced in Transport Canada AD CF–2025–12 specifies to replace or modify the EEC to update the EEC software to version 2.12.1, this AD requires modifying or replacing the EEC to update the EEC software to version 2.12.1 or later approved version.

(i) No Reporting Requirement

Although the material referenced in Transport Canada AD CF–2025–12 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) 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 (k) of this AD and email to: AMOC@faa.gov.

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

(ii) AMOCs approved previously for AD 2025–06–01 are approved as AMOCs for the corresponding provisions of Transport Canada AD CF–2025–12 that are required by paragraph (g) of this AD.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or Transport Canada; or Airbus Canada Limited Partnership'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 Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des

Moines, WA 98198; phone: 907–271–5844; email: erica.e.bayles@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–2025–12, dated March 4, 2025.

(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 23, 2026.

Brian Knaup,

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

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2026–3477; Project Identifier MCAI–2025–01195–R; Amendment 39–23418; AD 2026–15–06]

RIN 2120–AA64

Airworthiness Directives; Bell Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2024–02–55, which applies to certain Bell Textron Canada Limited (BTCL) Model 505 helicopters. AD 2024–02–55 required initial and recurring inspections of the vertical stabilizer top end cap assembly and corrective action if a crack is found. Since the FAA issued AD 2024–02–55, the manufacturer introduced a new one-