

sloping rib, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly”, this AD requires replacing that text with “If any cracking is detected on a sloping rib during any inspection required by this AD, the cracking must be repaired before further flight 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. If any damage other than cracking is detected on a sloping rib during any inspection required by this AD, before next flight, contact Airbus for approved instructions and, within the compliance time identified therein, accomplish those instructions accordingly.”

(3) This AD does not adopt the “Remarks” section of EASA AD 2025-0179.

(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, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS’s EASA 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 referenced in EASA AD 2025-0179 contains paragraphs that are labeled as RC, the instructions in RC paragraphs, including subparagraphs under an RC paragraph, must be done to comply with this AD; any paragraphs, including subparagraphs under those paragraphs, that are not identified as RC are recommended. The instructions in paragraphs, including subparagraphs under those paragraphs, 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 instructions identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to instructions identified as RC require approval of an AMOC.

(j) Additional Information

For more information about this AD, contact Bill Ashforth, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3520; email: Bill.ashforth@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 2025-0179, dated August 13, 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; website 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 July 20, 2026.

Brian Knaup,

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

[FR Doc. 2026-15410 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-2026-4637; Project Identifier MCAI-2025-01226-G; Amendment 39-23420; AD 2026-15-08]

RIN 2120-AA64

Airworthiness Directives; Stemme GmbH Gliders

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Stemme GmbH (Stemme) Model Stemme S 12 gliders. This AD was prompted by reports of fuel leaking around certain copper sealing rings within the fuel system. This AD requires repetitive visual checks of the fuel

system for fuel leakage, and replacement of the affected copper sealing ring. 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 under Docket No. FAA-2026-4637; 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-91, West Building Fifth Floor, Room W58-213, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference

- For Stemme material identified in this AD, contact Stemme, Flugplatzstrasse F2 Nr. 6-7, Strausberg, Germany 15344; phone: +49 (0) 3341 3612; email: airworthiness@stemme.com; website: stemme.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-2026-4637.

FOR FURTHER INFORMATION CONTACT:

George Weir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-4045; email: george.a.weir@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 Stemme Model Stemme S 12 gliders. The NPRM was published in the **Federal Register** on May 15, 2026 (91 FR 27876). The NPRM was prompted by European Union Aviation Safety Agency (EASA) AD 2025-0155, dated July 21, 2025, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA AD 2025-0155) (referred to as the MCAI). The MCAI states that occurrences of fuel leaks at multiple locations within the fuel system have

been reported. To address the unsafe condition, Stemme published service material to provide replacement instructions for affected copper sealing rings, and a parts installation restriction. This condition, if not addressed, could result in an in-flight fire.

In the NPRM, the FAA proposed to require repetitive visual checks of the fuel system for fuel leakage (staining, wetness, dripping, etc.), and replacement of the affected copper sealing rings if leakage is detected. In addition, the FAA proposed to prohibit the installation of affected parts. The owner/operator (pilot) holding at least a private pilot certificate may perform the visual check and must enter compliance with the applicable paragraph of this AD into the glider maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The pilot may perform this action because it only involves visually checking affected locations for fuel leakage. This action could be performed equally well by a pilot or a mechanic. This is an exception to the FAA's standard maintenance

regulations. 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-2026-4637.

Discussion of Final Airworthiness Directive

Comments

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

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

The FAA reviewed Stemme Service Bulletin (SB) P062-980082, Revision 01, dated July 15, 2025. This material specifies procedures for replacement of affected copper sealing rings within the fuel pump set assembly and drainer complete assembly.

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 31 gliders 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
Visual check of fuel system	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$2,635
Replacement of copper sealing rings	2 work-hours × \$85 per hour = \$170	150	320	9,920

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:

2026-15-08 Stemme GmbH: Amendment 39-23420; Docket No. FAA-2026-4637; Project Identifier MCAI-2025-01226-G.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Stemme GmbH Model Stemme S 12 gliders, certificated in any category.

Note 1 to paragraph (c): All of the affected airplanes were produced and delivered with the affected copper sealing rings installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 2800, Aircraft Fuel System.

(e) Unsafe Condition

This AD was prompted by reports of fuel leaking around certain copper sealing rings within the fuel system. The FAA is issuing this AD to prevent fuel leakage in the fuel

system. The unsafe condition, if not addressed, could result in an in-flight fire.

(f) Compliance

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

(g) Definitions

For the purpose of this AD, the definitions in paragraphs (g)(1) through (4) of this AD apply.

(1) An “affected location” is any of the following:

(i) The copper sealing ring within the fuel pump set assembly having part number (P/N) 128201, between the screw-in adapter having P/N 831099 and the fuel distributor having P/N 128229, and between the screw-in adapter having P/N 831099 and the fuel distributor having P/N 128228. The fuel pump set assembly P/N 128201 is located at the front left area of the middle fuselage and may be accessed from below when the main landing gear is extended. (Location defined in Stemme Service Bulletin (SB) P062–980082, Revision 01, dated July 15, 2025, Page 1 of 3, Action 2 and Figure 1).

(ii) The copper sealing ring within the drainer complete having P/N 128207, between the screw-in adapter having P/N 831099 and the drainer attachment having P/N 128271. The drainer complete P/N 128207 is located at the main landing gear bay and may be accessed from below when the main landing gear is extended. (Location defined in Stemme SB P062–980082, Revision 01, dated July 15, 2025, Page 2 of 3, Action 3 and Page 3 of 3 Figure 2).

(2) An “affected part” is a copper sealing ring having P/N D7603–12016–CU.

(3) “Group 1 gliders” are gliders that have an affected part installed.

(4) “Group 2 gliders” are gliders that do not have an affected part installed.

(h) Required Actions

(1) For Group 1 gliders, before further flight after the effective date of this AD and thereafter before each flight until the replacement required by paragraph (h)(2) is accomplished, perform a visual check using a light source of the affected locations for indications of fuel leakage (staining, wetness, dripping, etc.). The owner/operator (pilot) holding at least a private pilot certificate may perform the visual check and must enter compliance with the applicable paragraph of this AD into the glider maintenance records 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.

(2) For Group 1 gliders, at whichever compliance time in paragraph (h)(2)(i) or (ii) that occurs first, replace the affected part at each affected location with a sealing ring having P/N 831984 in accordance with the instructions of Action 2 or Action 3 of Stemme SB P062–980082, Revision 01, dated July 15, 2025, as applicable.

(i) Before further flight if any leakage is detected during any preflight check required by paragraph (h)(1) of this AD.

(ii) Within 100 hours time-in-service after the effective date of this AD.

(i) Installation Prohibition

For Group 1 and Group 2 gliders: As of the effective date of this AD, do not install an affected part as defined in paragraph (g)(2) of this AD on any glider.

(j) 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 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) 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.

(k) Additional Information

For more information about this AD, contact George Weir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–4045; email: george.a.weir@faa.gov.

(l) 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) Stemme Service Bulletin P062–980082, Revision 01, dated July 15, 2025.

(ii) [Reserved]

(3) For Stemme material identified in this AD, contact Stemme GmbH, Flugplatzstrasse F2 Nr. 6–7, Strausberg, Germany 15344; phone: +49 (0) 3341 3612; email: airworthiness@stemme.com; website: stemme.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 July 24, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–15466 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–2025–2557; Project Identifier MCAI–2025–00533–E; Amendment 39–23415; AD 2026–15–03]

RIN 2120–AA64

Airworthiness Directives; Safran Helicopter Engines, S.A. (Type Certificate Previously Held by Turbomeca, S.A.) Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Safran Helicopter Engines, S.A. (Safran) Model Arriel 2E engines. This AD was prompted by the determination that new or more restrictive airworthiness limitations are necessary. This AD requires revising the existing maintenance or inspection program to incorporate the airworthiness limitations section (ALS) of the existing approved aircraft maintenance program (AMP), as applicable. 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–2025–2557; 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,