(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:

2026–16–01 Airbus Helicopters: Amendment 39–23431; Docket No. FAA–2026–4638; Project Identifier MCAI–2023–00794–R.

(a) Effective Date

This airworthiness directive (AD) is effective September 10, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters, certificated in any category, identified in paragraphs (c)(1) through (3) of this AD.

(1) Model AS350B, AS350BA, AS350B1, AS350B2, and AS350B3 helicopters, with a helicopter manufacture date before May 15, 2023.

(2) Model AS350D helicopters, with a helicopter manufacture date before May 15, 2023, except helicopters equipped with a Lycoming engine.

(3) Model EC130B4 and EC130T2 helicopters, with a helicopter manufacture date before February 13, 2023.

Note 1 to paragraph (c)(1): Helicopters with AS350B3e designation are Model AS350B3 helicopters.

(d) Subject

Joint Aircraft System Component (JASC) Code 6300, Main rotor drive.

(e) Unsafe Condition

This AD was prompted by reports of an incorrectly installed engine flange on the main gear box (MGB) engine coupling. The FAA is issuing this AD to detect and correct the inverted installation of the engine flange on the MGB engine coupling. The unsafe condition, if not detected and corrected, could result in the loss of power transmission to the MGB and the main rotor and lead to loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

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 European Union Aviation Safety Agency AD 2023–0127, dated June 27, 2023 (EASA AD 2023–0127).

(h) Exceptions to EASA AD 2023–0127

(1) Where EASA AD 2023–0127 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2023–0127 refers to flight hours, this AD requires using hours time-in-service.

(3) Where the material referenced in EASA AD 2023–0127 specifies discarding certain parts, this AD requires removing those parts from service.

(4) This AD does not adopt the ''Remarks'' section of EASA AD 2023–0127.

(i) No Reporting Requirement

Although EASA AD 2023–0127 specifies to submit certain information to the manufacturer, this AD does not require that action.

(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 responsible 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.*

(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

For more information about this AD, contact Aryanna Sanchez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (520) 990–9321; email: *aryanna.t.sanchez@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 the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2023–0127, dated June 27, 2023.

(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 the EASA 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, 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 July 30, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–16047 Filed 8–5–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3866; Project Identifier MCAI–2025–01200–R; Amendment 39–23432; AD 2026–16–02]

RIN 2120–AA64

Airworthiness Directives; Bell Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Bell Textron Canada Limited Model 505 helicopters. This AD was prompted by a report of a quality escape in the production installation of a washer installed on the tail rotor pitch link assembly (pitch link assembly). This AD requires a one-time visual inspection for proper installation of the washer installed on the pitch link assembly and, depending on the results of the inspection, corrective actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 10, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 10, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–3866; 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; phone: (888) 663–3639; email: *TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca.* You may find the Transport Canada 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, 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–2026–3866.

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 certain Bell Textron Canada Limited Model 505 helicopters. The NPRM was published in the **Federal Register** on April 23, 2026 (91 FR 21741). The NPRM was prompted by Transport Canada AD CF–2025–34, dated July 3, 2025, (Transport Canada AD CF–2025–34) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states Bell Textron Canada Limited has discovered a quality escape in the production installation of the pitch link assemblies where a washer was installed in the wrong location. The MCAI further states this incorrect installation could cause fracture of the pitch horn stud due to fatigue or when the rotor blade exceeds the travel during certain control inputs and blade flapping angles. The unsafe condition, if not addressed, could result in fracture of the pitch horn stud due to fatigue or when the rotor blade exceeds the travel during certain control inputs and blade flapping angles and loss of directional control of the helicopter.

In the NPRM, the FAA proposed to require a one-time visual inspection for proper installation of the washer installed on the pitch link assembly and, depending on the results of the inspection, corrective actions. 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–2026–3866.

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. This AD is adopted as proposed in the NPRM.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Transport Canada AD CF–2025–34, which specifies procedures for a one-time visual inspection for proper installation of the pitch link assembly and, depending on the results of the inspection, reassembling the pitch link assembly and washer or removing and replacing the pitch link assembly, tail rotor pitch horn, packings, and conical washer.

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 10 helicopters 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
Inspect pitch link assembly	1 work-hour × $85 per hour = $85	$0	$85	$850

The FAA estimates the following costs to do any replacements that would be required based on the results of the inspection. The agency has no way of determining the number of helicopters that might need these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace pitch link assembly, tail rotor pitch horn, packings, and conical washer.	4 work-hours × $85 per hour = $340 (per assembly).	$4,396 (per assembly)	Up to $9,472.
Remove and reassemble pitch link assembly	1 work-hour × $85 per hour = $85	$0	$85.

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

2026–16–02 Bell Textron Canada Limited: Amendment 39–23432; Docket No. FAA–2026–3866; Project Identifier MCAI–2025–01200–R.

(a) Effective Date

This airworthiness directive (AD) is effective September 10, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters, certificated in any category, as identified in Transport Canada AD CF–2025–34, dated July 3, 2025 (Transport Canada AD CF–2025–34).

(d) Subject

Joint Aircraft System Component (JASC) Code 6400, Tail rotor system.

(e) Unsafe Condition

This AD was prompted by a report of a quality escape in the production installation of a washer installed on the tail rotor pitch link assembly. The FAA is issuing this AD to detect proper installation. The unsafe condition, if not addressed, could result in fracture of the pitch horn stud due to fatigue or when the rotor blade exceeds the travel during certain control inputs and blade flapping angles and loss of directional control of the helicopter.

(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–2025–34.

(h) Exceptions to Transport Canada AD CF–2025–34

(1) Where Transport Canada AD CF–2025–34 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF–2025–34 requires compliance in terms of air time, this AD requires using hours time-in-service.

(3) Where paragraph (1) of Transport Canada AD CF–2025–34 specifies ''Perform a one-time inspection of the tail rotor pitch link assembly installation'', this AD requires replacing that text with ''Perform a one-time inspection of the tail rotor pitch link assembly installation and, if applicable, remove and reassemble the pitch link assembly and washer''.

(4) Where the material referenced in Transport Canada AD CF–2025–34 specifies to discard certain parts, this AD requires removing those parts from service.

(i) Special Flight Permit

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed.

(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) 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

For more information about this AD, contact David Enns, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4147; email: *david.enns@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 the AD specifies otherwise.

(i) Transport Canada AD CF–2025–34, dated July 3, 2025.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada phone: (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, 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 July 30, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–16043 Filed 8–5–26; 8:45 am]

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