

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

[Docket No. FAA-2026-4644; Project Identifier MCAI-2024-00418-R; Amendment 39-23440; AD 2026-16-10]

RIN 2120-AA64

**Airworthiness Directives; Airbus Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is superseding Airworthiness Directive (AD) 2023-25-14, which applied to certain Airbus Helicopters Model EC130T2 helicopters. AD 2023-25-14 revised the procedures for inspecting the vibration level on the tail rotor drive shaft and, depending on these results, required replacing certain parts. Since the FAA issued AD 2023-25-14, the manufacturer developed a modification of the rear drive shaft, sliding flange, and equipped splined sleeve. This AD requires installing this modification and repetitively inspecting the vibration level of the tail rotor drive shaft. This AD also prohibits the installation of certain parts and prohibits the performance of a balance correction unless certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective September 18, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 18, 2026.

**ADDRESSES:**

**AD Docket:** You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-4644; 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](mailto:ADs@easa.europa.eu);

You may find this material on the website [ad.easa.europa.eu](https://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](https://www.regulations.gov) under Docket No. FAA-2026-4644.

**FOR FURTHER INFORMATION CONTACT:** Eric Rivera, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (773) 412-9048; email: [eric.rivera01@faa.gov](mailto:eric.rivera01@faa.gov).

**SUPPLEMENTARY INFORMATION:****Background**

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2023-25-14, Amendment 39-22641 (88 FR 89568, December 28, 2023) (AD 2023-25-14). AD 2023-25-14 applied to certain Airbus Helicopters Model EC130T2 helicopters. AD 2023-25-14 required repetitively checking the balancing of the tail rotor drive shaft by measuring the vibration level. Depending on the results, AD 2023-25-14 required replacing certain parts with new parts. AD 2023-25-14 also prohibited installing certain part-numbered tail rotor drive shafts on any helicopter unless its requirements are met. The FAA issued AD 2023-25-14 to address an excessive vibration level on the tail rotor drive shaft. The unsafe condition, if not addressed, could result in failure of the tail rotor drive shaft and loss of yaw control of the helicopter.

The NPRM was published in the **Federal Register** on May 22, 2026 (91 FR 30257). The NPRM was prompted by EASA AD 2024-0144, dated July 19, 2024 (EASA AD 2024-0144) (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 the manufacturer developed a modification consisting of a new rear rotor drive shaft, a new sliding flange, and a new equipped splined sleeve, and that while these parts are less susceptible to cracks, insufficient data is available to treat them as terminating action for that AD's repetitive actions. In addition, EASA AD 2024-0144 expands the list of affected part numbers to include the new modified parts.

In the NPRM, the FAA proposed to require installing this modification and repetitively inspecting the vibration level of the tail rotor drive shaft. In the NPRM, the FAA also proposed to prohibit the installation of certain parts

and prohibit the performance of a balance correction unless certain requirements are met.

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-2026-4644.

**Discussion of Final Airworthiness Directive****Comments**

The FAA received a comment from an anonymous commenter who restated the applicability of the AD. The FAA infers that the commenter 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**

The FAA reviewed EASA AD 2024-0144, which specifies procedures for repetitively checking the balancing of the tail rotor drive shaft by measuring the vibration level and, depending on the results, replacing certain parts with either used, new, or modified parts. EASA AD 2024-0144 also prohibits performing a balance correction unless this action is performed concurrently with replacing certain parts. If a balance correction has already been performed independently of replacing those parts, EASA AD 2024-0144 specifies contacting Airbus Helicopters to obtain approved instructions and accomplishing those instructions. EASA AD 2024-0144 also specifies reporting the vibration measurements to Airbus Helicopters and installing modified rear drive shaft, sliding flange, and equipped splined sleeve parts. Lastly, EASA AD 2024-0144 prohibits installing certain part-numbered tail rotor drive shafts, sliding flanges, or equipped splined sleeves on any helicopter.

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.

#### Differences Between This AD and the MCAI

Where EASA AD states to contact Airbus Helicopters, this AD would

require contacting either the Manager, International Validation Branch, FAA; or EASA; or Airbus Helicopters' EASA Design Organization Approval (DOA).

#### Interim Action

The FAA considers that this AD is an interim action. If final action is later

identified, the FAA might consider further rulemaking then.

#### Costs of Compliance

The FAA estimates that this AD affects 108 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 |
|---------------------------------------------------------------------------------------|--------------------------------------------|------------|------------------|------------------------|
| Vibration level .....                                                                 | 1 work-hour × \$85 per hour = \$85 .....   | \$0        | \$85             | \$9,180                |
| inspection .....                                                                      | 8 work-hours × \$85 per hour = \$680 ..... | 61,716     | 62,396           | 6,738,768              |
| Install modified sliding flange, equipped splined sleeve, and rear rotor drive shaft. |                                            |            |                  |                        |

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 sliding flange and equipped splined sleeve. | 8 work-hours × \$85 per hour = \$680 ..... | \$72,749   | \$73,429         |
| Balance correction .....                            | 3 work-hours × \$85 per hour = \$255 ..... | 0          | 255              |

For helicopters that accomplished a balance correction in accordance with the instructions of the applicable AMM before the effective date of this AD, except those that accomplished a balance correction before the next flight after installing a new (zero total hours time-in-service) sliding flange and a new (zero total hours time-in-service) equipped splined sleeve, the corrective action that may be needed could vary significantly from helicopter to helicopter. The FAA has no data to determine the costs to accomplish the corrective action or the number of helicopters that may require corrective action.

#### 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

The FAA has determined that 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 2023–25–14, Amendment 39–22641 (88 FR 89568, December 28, 2023); and
  - b. Adding the following new airworthiness directive:

#### 2026–16–10 Airbus Helicopters:

Amendment 39–23440; Docket No. FAA–2026–4644; Project Identifier MCAI–2024–00418–R.

#### (a) Effective Date

This airworthiness directive (AD) is effective September 18, 2026.

#### (b) Affected ADs

This AD replaces AD 2023–25–14, Amendment 39–22641 (88 FR 89568, December 28, 2023).

#### (c) Applicability

This AD applies to all Airbus Helicopters Model EC130T2 helicopters, certificated in any category, as identified in European Union Aviation Safety Agency AD 2024–0144, dated July 19, 2024 (EASA AD 2024–0144).

**(d) Subject**

Joint Aircraft System Component (JASC)  
Code 6510, Tail rotor drive shaft.

**(e) Unsafe Condition**

This AD was prompted by a report of a crack in the tailboom. The FAA is issuing this AD to address an excessive vibration level on the tail rotor drive shaft. The unsafe condition, if not addressed, could result in failure of the tail rotor drive shaft and loss of yaw 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, EASA AD 2024–0144.

**(h) Exceptions to EASA AD 2024–0144**

(1) Where EASA AD 2024–0144 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2024–0144 refers to its effective date, or where EASA AD 2024–0144 refers to November 6, 2023 [the effective date of EASA Emergency AD 2023–0190–E], this AD requires using the effective date of this AD.

(3) Where EASA AD 2024–0144 refers to “checks”, this AD requires replacing that text with “inspections”.

(4) Where paragraph (4) of EASA AD 2024–0144 specifies to “contact AH [Airbus Helicopters] to obtain approved instructions”, this AD requires replacing that text with “accomplish corrective action in accordance with a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus Helicopters’ EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature”.

(5) This AD does not adopt the “Remarks” section of EASA AD 2024–0144.

**(i) No Reporting Requirement**

Although the material referenced in EASA AD 2024–0144 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

**(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](mailto: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 Eric Rivera, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (773) 412–9048; email: [eric.rivera01@faa.gov](mailto:eric.rivera01@faa.gov).

**(l) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference of the material identified in this AD 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 2024–0144, dated July 19, 2024.

(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](mailto:ADS@easa.europa.eu); website [easa.europa.eu](http://easa.europa.eu). You may find the EASA material on the EASA website [ad.easa.europa.eu](http://ad.easa.europa.eu).

(4) You may view this material at 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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on August 5, 2026.

**Steven W. Thompson,**

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

[FR Doc. 2026–16641 Filed 8–13–26; 8:45 am]

**BILLING CODE 4910–13–P**

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

**[Docket No. FAA–2026–2294; Project Identifier MCAI–2025–00011–E; Amendment 39–23438; AD 2026–16–08]**

**RIN 2120–AA64**

**Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Engines**

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

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for all Rolls-Royce Deutschland Ltd & Co KG (RRD) Model Trent 1000–A2, Trent 1000–AE2, Trent 1000–C2, Trent 1000–CE2, Trent 1000–D2, Trent 1000–E2, Trent 1000–G2, Trent 1000–H2, Trent 1000–J2, Trent 1000–K2, and Trent 1000–L2 engines. This AD was

prompted by reports of cracking of the intermediate pressure (IP) compressor variable inlet guide vanes (VIGVs) due to high-cycle fatigue propagation. This AD requires repetitive borescope inspections (BSIs) for cracks of the IP compressor VIGVs and, depending on the inspection results, reduced inspection intervals for the repetitive BSIs or removal of the engine from service and replacement of the IP compressor VIGVs. The FAA is issuing this AD to address the unsafe condition on these products.

**DATES:** This AD is effective September 18, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 18, 2026.

**ADDRESSES:**

**AD Docket:** You may examine the AD docket at [regulations.gov](http://regulations.gov) under Docket No. FAA–2026–2294; 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](mailto:ADS@easa.europa.eu); website: [easa.europa.eu](http://easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at [regulations.gov](http://regulations.gov) under Docket No. FAA–2026–2294.

**FOR FURTHER INFORMATION CONTACT:**

Alexis Whitaker, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (516) 228–7309; email: [alexis.j.whitaker@faa.gov](mailto:alexis.j.whitaker@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 RRD Model Trent 1000–A2,