

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

[Docket No. FAA–2026–8790; Project Identifier MCAI–2025–01793–R]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2025–08–06, which applies to certain Airbus Helicopters Model SA330J helicopters. AD 2025–08–06 requires repetitively inspecting for a gap between the main gearbox (MGB) oil cooling fan assembly rotor blade and the upper section of the guide vane bearing housing, replacing the MGB fan rotor bearings with serviceable bearings if necessary, and at a later compliance time replacing the MGB fan rotor bearing assembly with an improved MGB fan rotor bearing assembly, which constitutes terminating action for the repetitive inspections. Since the FAA issued AD 2025–08–06, the FAA has determined that the compliance time for installing the improved MGB fan rotor bearing assembly should be extended. This proposed AD would continue to require the actions in AD 2025–08–06 and would increase the compliance time for installing the improved MGB fan rotor bearing assembly. This proposed AD would also prohibit installing any MGB fan rotor bearings and any MGB fan rotor bearing assembly, unless certain requirements are met. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by October 16, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to *regulations.gov*. Follow the instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–8790; 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 NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this proposed 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.

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:**Comments Invited**

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under **ADDRESSES**. Include “Docket No. FAA–2026–8790; Project Identifier MCAI–2025–01793–R” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend the proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to *regulations.gov*, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act

(FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to George Weir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA issued AD 2025–08–06, Amendment 39–23019 (90 FR 19255, May 7, 2025) (AD 2025–08–06), for certain Airbus Helicopters Model SA330J helicopters. AD 2025–08–06 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2022–0191, dated September 15, 2022 (EASA AD 2022–0191) to correct an unsafe condition identified as rotor burst of the MGB fan, which could result in damage to the hydraulic lines and flight controls, and loss of control of the helicopter.

AD 2025–08–06 requires repetitively inspecting for a gap between the MGB fan rotor blade and the upper section of the guide vane bearing housing, replacing the MGB fan rotor bearings with serviceable bearings if necessary, and at a later compliance time replacing the MGB fan rotor bearing assembly with an improved assembly, which constitutes terminating action for the repetitive inspections. The FAA issued AD 2025–08–06 to prevent rotor burst of the MGB fan, damage to the hydraulic lines and flight controls, and subsequent loss of control of the helicopter.

Actions Since AD 2025–08–06 Was Issued

Since the FAA issued AD 2025–08–06, EASA superseded EASA AD 2022–0191 and issued EASA AD 2022–0191R1, dated December 9, 2025 (EASA AD 2022–0191R1) (also referred to as the MCAI). The MCAI states that the manufacturer determined that the compliance time for the required modification can be extended due to

industrial constraints linked to the availability of replacement parts.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–8790.

Explanation of Retained Requirements

Although this proposed AD does not explicitly restate the requirements of AD 2025–08–06, this proposed AD would retain the requirements of AD 2025–08–06. Those requirements are referenced in EASA AD 2022–0191R1, which, in turn, is referenced in paragraph (g) of this proposed AD.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2022–0191R1, which specifies procedures for repetitively inspecting for play (a gap) between the MGB fan rotor blade and the upper section of the guide vane bearing housing. If there is play that does not meet the minimum requirement, EASA AD 2022–0191R1 requires replacing the affected MGB fan rotor bearings with serviceable bearings (both rear and front). EASA AD 2022–0191R1 also specifies procedures for replacing the MGB fan bearing assembly with an improved assembly, which constitutes terminating action for the repetitive inspections. Additionally, EASA AD 2022–0191R1 prohibits installing any MGB fan rotor bearings unless they are serviceable bearings and also prohibits installing any MGB fan

bearing assembly unless it is an improved MGB fan bearing 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.

FAA’s Determination

These products have been approved by the civil aviation authority (CAA) 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 is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in EASA AD 2022–0191R1, as incorporated by reference, described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Explanation of Required Compliance Information

In the FAA’s ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to

use some CAA ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to incorporate EASA AD 2022–0191R1 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2022–0191R1 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2022–0191R1 does not mean that operators need comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA AD 2022–0191R1. Material required by EASA AD 2022–0191R1 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–8790 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 3 helicopters of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect MGB fan bearing assembly	2 work-hours × \$85 per hour = \$170	\$0	\$170	\$510

The FAA estimates the following costs to do any replacements that would be required based on the results of the proposed inspection.

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace MGB fan rotor bearings	6 work-hours × \$85 per hour = \$510	Up to \$1,938 (both bearings)	Up to \$2,448.
Modify fan bearing assembly	8 work-hours × \$85 per hour = \$680	Up to \$17,521	Up to \$18,201.

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 determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 the proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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 2025–08–06, Amendment 39–23019 (90 FR 19255, May 7, 2025); and
 - b. Adding the following new airworthiness directive:

Airbus Helicopters: Docket No. FAA–2026–8790; Project Identifier MCAI–2025–01793–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 16, 2026.

(b) Affected ADs

This AD replaces AD 2025–08–06, Amendment 39–23019 (90 FR 19255, May 7, 2025) (AD 2025–08–06).

(c) Applicability

This AD applies to all Airbus Helicopters Model SA330J helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6322, Rotorcraft cooling fan system.

(e) Unsafe Condition

This AD was prompted by the development of a modification for an improved main gearbox (MGB) oil cooling fan assembly rotor bearing assembly and the determination that the compliance time for

installation should be increased. The FAA is issuing this AD to prevent rotor burst of the MGB fan. The unsafe condition, if not addressed, could result in damage to the hydraulic lines and flight controls and loss of control of the helicopter.

(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 European Union Aviation Safety Agency (EASA) AD 2022–0191R1, dated December 9, 2025 (EASA AD 2022–0191R1).

(h) Exceptions to EASA AD 2022–0191R1

(1) Where EASA AD 2022–0191R1 refers to August 11, 2020 (the effective date of EASA AD 2020–0171, dated July 28, 2020), this AD requires using June 11, 2025 (the effective date of AD 2025–08–06).

(2) Where EASA AD 2022–0191R1 refers to September 29, 2022 (the effective date of EASA AD 2022–0191, dated September 15, 2022), this AD requires using June 11, 2025 (the effective date of AD 2025–08–06).

(3) Where EASA AD 2022–0191R1 refers to its effective date, this AD requires using the effective date of this AD.

(4) Where EASA AD 2022–0191R1 refers to flight hours (FH), this AD requires using hours time-in-service.

(5) Where the material referenced in EASA AD 2022–0191R1 specifies to send the fan-bearing assembly to an approved D-level maintenance center, this AD does not require that action.

(6) This AD does not adopt the “Remarks” section of EASA AD 2022–0191R1.

(i) No Reporting or Returning of Parts Requirement

Although the material referenced in EASA AD 2022–0191R1 specifies to submit certain information and return parts to the manufacturer, this AD does not require those actions.

(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 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 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 2022–0191R1, dated December 9, 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 the EASA material on the EASA website at 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 or email fr.inspection@nara.gov.

Issued on August 26, 2026.

Paul R. Bernado,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026–17840 Filed 8–31–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–9967; Airspace Docket No. 26–ANE–5]

RIN 2120–AA66

Amendment of Class D Airspace and Class E Airspace Over New Haven, CT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Class D and Class E airspace over New Haven, CT. This action would modify the dimensions of the New Haven, CT Class D airspace to appropriately contain Instrument Flight Rules (IFR) operations at the Tweed/New Haven Airport. This action would also update verbiage in the Class D airspace legal description to comply with current FAA guidance. This action would also update the airport name and