

(c) Applicability

This AD applies to Airbus SAS Model A350–941 and A350–1041 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2026–0074, dated April 8, 2026 (EASA AD 2026–0074).

(d) Subject

Air Transport Association (ATA) of America Code, 29; Hydraulic power.

(e) Unsafe Condition

This AD was prompted by reports of failure of hydraulic engine driven pumps (EDPs) of the standard EDP–06. The FAA is issuing this AD to address failure of EDPs of the standard EDP–06. The unsafe condition, if not addressed, could result in high friction and subsequent damage to the EDP that could lead to overheating the EDP case drain. Repeated overheating may result in uncontrolled heat transfer to the fuel tank, creating a potential ignition hazard, while simultaneously degrading pump performance and potentially leading to loss of hydraulic function, which may lead to the loss of critical systems.

(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, EASA AD 2026–0074.

(h) Exceptions to EASA AD 2026–0074

(1) Where EASA AD 2026–0074 refers to February 26, 2025 (the effective date of EASA AD 2025–0035), this AD requires using the effective date of this AD.

(2) Where EASA AD 2026–0074 refers to July 30, 2025 (the effective date of EASA AD 2025–0139), this AD requires using the effective date of this AD.

(3) Where EASA AD 2026–0074 refers to its effective date, this AD requires using the effective date of this AD.

(4) Where paragraph (4) of EASA AD 2026–0074 specifies to “implement the AFM DU revision, as defined in this AD”, this AD requires replacing that text with “revise the existing AFM to incorporate the information in the AFM DU revision, as defined in this AD”.

(5) Where paragraph (4) of EASA AD 2026–0074 specifies to “inform all flight crews and, thereafter, operate the aeroplane accordingly,” this AD does not require those actions as those actions are already required by existing FAA operating regulations.

(6) Where paragraph (9) of EASA AD 2026–0074 specifies that “Installing HMCA SW standard later than S6.0 on an aeroplane, in accordance with Airbus approved instructions, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane”, this AD requires replacing that text with “Installing HMCA SW standard later than S6.0 on an airplane, 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), is an acceptable method to comply with the requirements of paragraph (1) of this AD for that airplane. If approved by the DOA, the approval must include the DOA-authorized signature”.

(7) Where paragraph (10) of EASA AD 2026–0074 specifies that “Modification of an aeroplane by installing EDP approved later than EDP P/N 53098–07, eligible for installation in accordance with approved Airbus maintenance instructions, is an acceptable method to comply with the requirements of paragraph (6) of this AD for that aeroplane”, this AD requires replacing that text with “Modification of an airplane by installing EDP approved later than EDP P/N 53098–07, eligible for installation, is an acceptable method to comply with the requirements of paragraph (6) of this AD for that airplane”.

(8) This AD does not adopt the “Remarks” section of EASA AD 2026–0074.

(i) Terminating Action for AD 2018–19–19 and AD 2019–03–08

Accomplishing the modification specified in paragraph (1) of EASA AD 2026–0074 terminates the requirements of paragraph (h) of AD 2018–19–19.

Accomplishing the modification specified in paragraph (6) of EASA AD 2026–0074 terminates the requirements of paragraph (g) of FAA AD 2019–03–08.

(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. 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, AIR–520, 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 (j)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are 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 procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Additional Information

For more information about this AD, contact: Aaron Nguyen, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817–222–5134; email: aaron.t.nguyen@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) European Union Aviation Safety Agency (EASA) AD 2026–0074, dated April 8, 2026.

(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. 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 September 3, 2026.

Brian Knaup,

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

[FR Doc. 2026–18375 Filed 9–8–26; 8:45 am]

BILLING CODE 4910–13–P

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

[Docket No. FAA–2026–8797; Project Identifier MCAI–2025–01338–T]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for certain Bombardier, Inc., Model BD–700–2A12 airplanes. This proposed AD

was prompted by reports of fuel leakage near rib 6 during production pressure testing. An investigation found oversized holes in a certain outboard shear-tie. This proposed AD would require an inspection of the fasteners and fastener holes at rib 6 for discrepancies and applicable on-condition actions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by October 26, 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](https://www.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](https://www.regulations.gov) under Docket No. FAA-2026-8797; 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 Transport Canada material identified in this proposed 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. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-8797.

- 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.

FOR FURTHER INFORMATION CONTACT:

Isabel Saltzman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7300; email: 9-avs-nyaco-cos@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 the **ADDRESSES** section. Include “Docket No. FAA-2026-8797; Project Identifier MCAI-2025-01338-T” 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 this 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](https://www.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 Isabel Saltzman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7300; email: 9-avs-nyaco-cos@faa.gov. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF-2025-39, dated August 7, 2025 (Transport Canada AD CF-2025-39) (also referred to as the MCAI), to correct an unsafe condition for certain Bombardier, Inc.,

Model BD-700-2A12 airplanes. The MCAI states that reports of fuel leakage near rib 6 were found during production pressure testing. An investigation found five oversized holes upon the removal of the doubler on rib 6 close to stringer 8L. The oversized holes were found in the outboard shear-tie between stringers 8L and 9L, attaching rib 6 to the lower skin of the wing. A fatigue analysis of oversized holes in the inboard and outboard shear-ties between stringers 8L and 9L attaching rib 6 to the skin of the wing indicated the potential for crack formation. This condition, if not addressed, could lead to failure of shear-ties, resulting in the loss of redundant structure and the consequent loss of structural integrity of the airplane.

The FAA is proposing 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-2026-8797.

Material Incorporated by Reference Under 1 CFR Part 51

Transport Canada AD CF-2025-39 specifies procedures for conducting an inspection of the fasteners at rib 6 for discrepancies (any gaps under the nuts or evidence of nut loosening), and of the fastener holes for discrepancies (oversizing, elongation, ovalization, and cracking), and applicable on-condition actions. On-condition actions include repair and reinstalling fasteners.

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 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 in other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in Transport Canada AD CF-2025-39 described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Explanation of Compliance Time That Specifies a Calendar Date

Transport Canada AD CF–2025–39 includes a compliance time that specifies a calendar date. In determining this compliance time, a fatigue analysis was done based on usage from the fleet leader of the affected aircraft. To ensure that the unsafe condition was addressed based on the original calculated compliance time, the compliance time was adjusted, and the usage was set from the issuance date of Bombardier Service Bulletin 700–57–7525, dated October 26, 2022, *i.e.*, within 1,400 flight cycles from October 26, 2022. The

FAA is adopting this same compliance time.

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 civil aviation authority (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 Transport Canada AD CF–2025–39 by reference in the FAA final rule. This proposed AD would,

therefore, require compliance with Transport Canada AD CF–2025–39 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Material required by Transport Canada AD CF–2025–39 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–8797 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 13 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
10 work-hours × \$85 per hour = \$850	\$0	\$850	\$11,050

The FAA estimates the following costs to do any necessary on-condition action that would be required based on

the results of any required actions. The FAA has no way of determining the

number of aircraft that might need this on-condition action:

ESTIMATED COSTS OF ON-CONDITION ACTIONS

Labor cost	Parts cost	Cost per product
39 work-hours × \$85 per hour = \$3,315	\$635	\$3,950

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

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 this 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 adding the following new airworthiness directive:

Bombardier, Inc.: Docket No. FAA–2026–8797; Project Identifier MCAI–2025–01338–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 26, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model BD–700–2A12 airplanes, certificated

in any category, as identified in Transport Canada AD CF–2025–39, dated August 7, 2025 (Transport Canada AD CF–2025–39).

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

This AD was prompted by reports of fuel leakage near rib 6 during production pressure testing. An investigation found oversized holes in a certain outboard shear-tie. Fatigue analysis of those oversized holes indicated the potential for crack formation. The FAA is issuing this AD to address the failure of shear-ties. The unsafe condition, if not addressed, could result in the loss of redundant structure and the consequent loss of structural integrity of the airplane.

(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, Transport Canada AD CF–2025–39.

(h) Exception to Transport Canada AD CF–2025–39

(1) Where Transport Canada AD CF–2025–39 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF–2025–39 specifies to “Inspect and if required rework the fasteners and fastener holes at Rib 6, in accordance with Section 2.B of the Accomplishment Instructions of Bombardier Service Bulletin (SB) 700–57–7525 Revision 01, dated 13 January 2025 or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada”, this AD requires replacing that text with “Inspect in accordance with Section 2.B of the Accomplishment Instructions of Bombardier Service Bulletin (SB) 700–57–7525 Revision 01, dated 13 January 2025 or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada. If any discrepancy (gap under a nut; evidence of nut loosening; oversized, elongated, or ovalized hole; or cracking) is detected, the discrepancy must be repaired before further flight using a method approved by the Manager, International Validation Branch, FAA; or Transport Canada; or Bombardier’s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature”.

(i) No Reporting Requirement

Although the material referenced in Transport Canada AD CF–2025–39 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, 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 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 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, International Validation Branch, FAA; or Transport Canada; or Bombardier’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 Isabel Saltzman, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7300; email: 9-avs-nyaco-cos@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–2025–39, dated August 7, 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 September 3, 2026.

Paul R. Bernado,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026–18376 Filed 9–8–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–8799; Project Identifier MCAI–2025–01590–T]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2023–07–02, which applies to all Airbus SAS Model A330–200, –300, –800, and –900 series airplanes; and Model A340–200, –300, –500, and –600 series airplanes. AD 2023–07–02 requires replacing the doghouse door lock placard with an improved instruction placard. Since the FAA issued AD 2023–07–02, it was determined that additional parts need to be modified. This proposed AD would continue to require the actions in AD 2023–07–02 and would expand the list of affected parts. This proposed AD would also prohibit the installation of affected parts under certain conditions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by October 26, 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–2026–8799; 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.