

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

2026–17–11 Pilatus Aircraft Ltd.:

Amendment 39–23455; Docket No. FAA–2026–4632; Project Identifier MCAI–2026–00036–A.

(a) Effective Date

This airworthiness directive (AD) is effective October 20, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC–24 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency AD 2026–0008, dated January 15, 2026 (EASA AD 2026–0008).

(d) Subject

Joint Aircraft System Component (JASC) Code 3040, Windshield/Door Rain/Ice Removal.

(e) Unsafe Condition

This AD was prompted by a report that a solid-state relay used in the left-hand windshield heating system may allow reverse current flow when in the OFF position. The FAA is issuing this AD to prevent failure of the emergency windshield heat function. The unsafe condition, if not addressed, could result in a failure of the emergency windshield heat function, which could result in the loss of outside visibility.

(f) Compliance

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

(g) Required Actions

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 2026–0008.

(h) Exceptions to EASA AD 2026–0008

(1) Where EASA AD 2026–0008 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt the "Remarks" section of EASA AD 2026–0008.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2026–0008 specifies to submit certain information, this AD does not include that requirement.

(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 responsible Flight Standards Office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: doug.rudolph@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 2026–0008, dated January 15, 2026.

(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 this EASA AD on the EASA website at ad.easa.europa.eu.

(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 August 21, 2026.

Paul R. Bernado,

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

[FR Doc. 2026–18848 Filed 9–14–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–3987; Project Identifier AD–2025–00017–R; Amendment 39–23466; AD 2026–19–01]

RIN 2120–AA64

Airworthiness Directives; MD Helicopters, LLC Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2024–23–

06, which applied to certain MD Helicopters, LLC Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N helicopters. AD 2024–23–06 required repetitively inspecting the torque tube assembly and roller bearings, and depending on the results, replacing parts or accomplishing additional inspections. Since the FAA issued AD 2024–23–06, the FAA has determined that additional torque tube assemblies are affected by this unsafe condition. This AD continues to require the actions of AD 2024–23–06 and expands the applicability. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 20, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–3987; 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, 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.

FOR FURTHER INFORMATION CONTACT:

Eduardo Orozco-Duran, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627–5264; email: *eduardo.orozco-duran@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2024–23–06, Amendment 39–22885 (89 FR 91248, November 19, 2024) (AD 2024–23–06). AD 2024–23–06 applied to certain MD Helicopters, LLC Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N helicopters. AD 2024–23–06 was prompted by a report of a seized and damaged roller bearing assembly in the torque tube assembly of an MD Helicopters, LLC Model 369E helicopter. AD 2024–23–06 required repetitively inspecting the torque tube assembly and roller bearings, and depending on the results, replacing parts or accomplishing additional inspections.

The NPRM was published in the **Federal Register** on November 18, 2025 (90 FR 51596). The NPRM was prompted by a report that additional

torque tube assemblies are affected by the same unsafe condition addressed in AD 2024–23–06 and should be included in the AD action. In the NPRM, the FAA proposed to continue to require the actions of AD 2024–23–06, and also proposed to expand the applicability to include all MD Helicopters, LLC Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N helicopters, regardless of the torque tube part number. The FAA is issuing this AD to prevent failure of the torque tube assembly, which, if not addressed, could result in reduced controllability and loss of control of the helicopter.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from the Citizens Rulemaking Alliance. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Justify Forgoing Notice and Comment or Issue an NPRM

The Citizens Rulemaking Alliance requested that, absent justification for finding good cause to bypass notice and comment procedures, the FAA either convert this action to an NPRM with a 30-day comment period or defer the effective date by 30 to 60 days while maintaining a parallel safety alert or special airworthiness information bulletin and highlighting voluntary compliance with the service information. The commenter asserted the FAA has not adequately justified use of the good cause exemption to bypass notice and comment and the 30-day delayed effective date.

The FAA notes the comment was submitted in response to an NPRM for which the FAA provided a 45-day comment period. This final rule is effective 35 days after its publication in the **Federal Register**. Therefore, the FAA did not change this AD as a result of this comment.

Request To Supplement the AD Docket With Supporting Data

The Citizens Rulemaking Alliance requested that the FAA add to the AD docket the FAA's risk assessment, the background report data, the dates of the triggering service information and any foreign authority AD, and a summary of alternatives considered and rejected for safety reasons. The commenter stated that this will allow commenters to address safety tradeoffs while preserving urgent mitigation if warranted.

The FAA has assessed and disclosed the background and basis for this rulemaking in the preamble of the NPRM, including a discussion of the previous AD, a description of the unsafe condition, and the FAA's rationale for the required actions on additional torque tube assemblies. This information was available to the public during the 45-day comment period provided by the NPRM.

The FAA evaluated the alternative of not promulgating this AD but ultimately determined that this alternative would create a significant safety hazard. Relying on voluntary compliance or existing requirements would leave the unsafe condition unaddressed and would not ensure an acceptable level of safety. Accordingly, the FAA has determined that promulgating this AD is necessary to ensure an acceptable level of safety.

Since the FAA has assessed and disclosed the basis for this rulemaking in the preamble of the NPRM, there is no service material or foreign authority AD related to this rulemaking action, and the commenter did not provide additional safety data for the FAA to consider in its analysis, it is not necessary to provide additional information in the AD docket.

Request To Comply With the Paperwork Reduction Act (PRA)

The Citizens Rulemaking Alliance requested that the FAA revise the proposed AD to comply with the PRA if reporting is required, or remove any reporting provisions and stay enforcement until PRA requirements are satisfied. The commenter stated that the PRA requires providing the applicable Office of Management and Budget (OMB) control number(s), required PRA statements, and burden estimates in the AD and docket. If reporting is not required, the commenter requested the FAA clarify that in the AD.

The FAA notes that this AD does not require reporting. If an AD were to require reporting, the preamble of the AD would include a paragraph titled "Paperwork Reduction Act" that would provide the applicable OMB control number, required PRA statements, and the estimated time to collect the required information (burden). Any costs associated with the reporting requirement would be included in the Costs of Compliance section in the preamble of the AD. Therefore, the FAA did not change this AD as a result of this comment.

Request To Make Incorporation by Reference (IBR) Materials Reasonably Available

The Citizens Rulemaking Alliance stated that the FAA's current practices for IBR frequently fail to meet the legal and regulatory standards for reasonable availability. The commenter called on the FAA to guarantee that all IBR materials are easily and freely accessible to the public and affected parties for both commenting and compliance purposes. They also requested that this access be documented in the rulemaking record. Further, the commenter requested that, if reasonable availability cannot be assured, enforcement of the incorporated by reference requirements be deferred until it is assured.

The FAA notes that this AD does not incorporate by reference any material. All required actions and compliance times are contained within the regulatory text of this AD. Therefore, the FAA did not change this AD as a result of this comment.

Request To Consider Impact on Small Entities

The Citizens Rulemaking Alliance requested that the FAA either provide

the factual basis for its Regulatory Flexibility Act (RFA) certification that the AD will not have a significant economic impact on a substantial number of small entities or prepare an initial regulatory flexibility analysis and seek input from the Office of Advocacy from the Small Business Administration (SBA).

The FAA has considered the AD's impact on small businesses and provides the following analysis.

The Regulatory Flexibility Act of 1980, Public Law 96–354, 94 Stat. 1164 (5 U.S.C. 601–612), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104–121, 110 Stat. 857, Mar. 29, 1996) and the Small Business Jobs Act of 2010 (Public Law 111–240, 124 Stat. 2504, Sept. 27, 2010), requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term “small entities” comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and

governmental jurisdictions with populations of less than 50,000.

Small Entities to Which This AD Applies

The FAA used the definition of small entities in the RFA for this analysis. The RFA defines small entities as small businesses, small governmental jurisdictions, or small organizations. In 5 U.S.C. 601(3), the RFA defines “small business” to have the same meaning as “small business concern” under section 3 of the Small Business Act. The Small Business Act authorizes the SBA to define “small business” by issuing regulations.

The SBA has established size standards for various types of economic activities, or industries, under the North American Industry Classification System (NAICS). These size standards generally define small businesses based on the number of employees or annual receipts. The following table provides the SBA size standards for all industries with at least one entity¹ impacted by this AD. Note that the SBA definition of a small business applies to the parent company and all affiliates as a single entity.

SMALL BUSINESS SIZE STANDARDS

NAICS	NAICS description	Size standard
111199	All Other Grain Farming	\$2,500,000.
111332	Citrus, Except Orange, Groves	\$4,000,000.
111998	All Other Miscellaneous Crop Farming	\$2,500,000.
112519	Other Aquaculture	\$3,750,000.
114111	Finfish Fishing	\$25,000,000.
115112	Soil Preparation, Planting, and Cultivating	\$9,500,000.
115116	Farm Management Services	\$15,500,000.
115210	Support Activities for Animal Production	\$11,000,000.
115310	Support Activities for Forestry	\$11,500,000.
212321	Construction Sand and Gravel Mining	500 Employees.
213111	Drilling Oil and Gas Wells	1,000 Employees.
213112	Support Activities for Oil and Gas Operations	\$47,000,000.
221111	Hydroelectric Power Generation	50,000 Employees.
221122	Electric Power Distribution	1,100 Employees.
236115	New Single-family Housing Construction	\$45,000,000.
236220	Commercial and Institutional Building Construction	\$45,000,000.
237110	Water and Sewer Line and Related Structures Construction	\$47,000,000.
237130	Power and Communication Line and Related Structures Construction	\$45,000,000.
237210	Land Subdivision	\$34,000,000.
237310	Highway, Street, and Bridge Construction	\$45,000,000.
238210	Electrical Contractors and Other Wiring Installation	\$19,000,000.
238220	Contractors	\$19,000,000.
238910	Plumbing, Heating, and Air Conditioning Contractors	\$19,000,000.
238990	Site Preparation Contractors	\$19,000,000.
321113	All Other Specialty Trade Contractors	\$19,000,000.
321113	Sawmills	550 Employees.
325920	Explosives Manufacturing	750 Employees.
325998	All Other Miscellaneous Chemical Product and	650 Employees.
325998	Preparation Manufacturing	
332912	Fluid Power Valve and Hose Fitting Manufacturing	1,000 Employees.
334413	Semiconductor and Related Device Manufacturing	1,250 Employees.
336212	Truck Trailer Manufacturing	1,000 Employees.
336320	Motor Vehicle Electrical and Electronic Equipment Manufacturing	1,000 Employees.

¹ The FAA does not have entity data for, or the entity was identified as a foreign business, 45 of the

680 affected helicopters. Those helicopters are excluded from this analysis. The number of affected

helicopters has been updated in this final rule to reflect the current fleet.

SMALL BUSINESS SIZE STANDARDS—Continued

NAICS	NAICS description	Size standard
336390	Other Motor Vehicle Parts Manufacturing	1,000 Employees.
336411	Aircraft Manufacturing	1,500 Employees.
336413	Other Aircraft Parts and Auxiliary Equipment Manufacturing	1,250 Employees.
423430	Computer and Computer Peripheral Equipment and Software Merchant Wholesalers	250 Employees.
423820	Farm and Garden Machinery and Equipment Merchant Wholesalers	175 Employees.
423860	Transportation Equipment and Supplies (except Motor Vehicle) Merchant Wholesalers	175 Employees.
423990	Other Miscellaneous Durable Goods Merchant Wholesalers	1,250 Employees.
441110	New Car Dealers	200 Employees.
481111	Scheduled Passenger and Cargo Airlines Serving Western Alaska	1,500 Employees.
481112	Scheduled Freight Air Transportation	1,500 Employees.
481211	Nonscheduled Chartered Passenger Air Transportation	1,500 Employees.
481212	Nonscheduled Chartered Freight Air Transportation	1,500 Employees.
481219	Other Nonscheduled Air Transportation	\$25,000,000.
484110	General Freight Trucking, Local	\$34,000,000.
488119	Other Airport Operations	\$40,000,000.
488190	Other Support Activities for Air Transportation	\$40,000,000.
488210	Support Activities for Rail Transportation	\$34,000,000.
488330	Navigational Services to Shipping	\$47,000,000.
523910	Miscellaneous Intermediation	\$47,000,000.
531110	Lessors of Residential Buildings and Dwellings	\$34,000,000.
531120	Lessors of Nonresidential Buildings	\$34,000,000.
531190	Real Estate Holding and Specific Asset (Aircraft) Management	\$34,000,000.
531210	Offices of Real Estate Agents and Brokers	\$15,000,000.
531311	Residential Property Managers	\$12,500,000.
531312	Management of Nonresidential Real Estate	\$30,000,000.
531320	Offices of Real Estate Appraisers	\$9,500,000.
531390	Other Activities Related to Real Estate	\$19,500,000.
532112	Passenger Car Leasing	\$34,000,000.
532411	Commercial Air, Rail, and Water Transportation Equipment Rental and Leasing	\$45,500,000.
532412	Construction, Mining and Forestry Machinery and Equipment Rental and Leasing	\$40,000,000.
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	\$40,000,000.
541110	Offices of Lawyers	\$15,500,000.
541211	Offices of Certified Public Accountants	\$26,500,000.
541330	Engineering Services	\$25,500,000.
541511	Custom Computer Programming Services	\$34,000,000.
541611	Administrative Management and General Management Consulting Services	\$24,500,000.
541715	Research and Development in the Physical, Engineering, and Life Sciences	1,000 Employees.
541720	Research and Development in the Social Sciences and Humanities	\$28,500,000.
541810	Advertising Agencies	\$22,500,000.
541922	Commercial Photography	\$9,000,000.
551112	Offices of Other Holding Companies	\$45,500,000.
561710	Exterminating and Pest Control Services	\$17,500,000.
561730	Landscaping Services	\$9,500,000.
562111	Solid Waste Collection	\$47,000,000.
611430	Professional and Management Development Training	\$15,000,000.
611512	Flight Training	\$34,000,000.
624230	Emergency and Other Relief Services	\$41,500,000.
712110	Museums	\$34,000,000.
713990	All Other Amusement and Recreation Industries	\$9,000,000.
811210	Electronic and Precision Equipment Repair and Maintenance	\$34,000,000.
813211	Grantmaking Foundations	\$40,000,000.
813410	Civic and Social Organizations	\$9,500,000.
921110	Executive Offices	50,000 Employees.
921120	Legislative Bodies	50,000 Employees.
922110	Law Enforcement	50,000 Employees.
922120	Law Enforcement	50,000 Employees.
922160	Fire & Rescue	50,000 Employees.
922190	Other Justice, Public Order, and Safety Activities	50,000 Employees.
924110	Government	50,000 Employees.
924120	Government	50,000 Employees.
926140	Government	50,000 Employees.
928110	Government	50,000 Employees.
928120	International Affairs	50,000 Employees.

To identify small entities, the FAA first identified the primary NAICS of the entity or parent company, and then used data from different sources (*e.g.*,

company annual reports, Bureau of Transportation Statistics) to determine whether the entity meets the applicable size standard. The FAA provides the

estimated number of small entities affected by this AD:

ESTIMATED NUMBER OF SMALL ENTITIES

NAICS category	Number entities	Number of affected aircraft	Small business entities	Percent small entities
All Other Grain Farming	1	1	1	100
Citrus, except Orange, Groves	1	1	1	100
All Other Miscellaneous Crop Farming	1	2	1	100
Other Aquaculture	1	1	1	100
Finfish Fishing	2	2	1	50
Soil Preparation, Planting, and Cultivating	9	12	9	100
Farm Management Services	1	1	1	100
Support Activities for Animal Production	3	6	3	100
Support Activities for Forestry	3	4	3	100
Construction Sand and Gravel Mining	1	1	1	100
Drilling Oil and Gas Wells	1	1	1	100
Support Activities for Oil and Gas Operations	1	1	1	100
Hydroelectric Power Generation	1	4	0	0
Electric Power Distribution	1	1	1	100
New Single-family Housing Construction	2	2	2	100
Commercial and Institutional Building Construction	2	7	2	100
Water and Sewer Line and Related Structures Construction	1	1	1	100
Power and Communication Line and Related Structures Construction	1	6	0	0
Land Subdivision	3	3	2	67
Highway, Street, and Bridge Construction	2	2	2	100
Electrical Contractors and Other Wiring Installation Contractors	1	11	1	100
Plumbing, Heating, and Air Conditioning Contractors	1	1	1	100
Site Preparation Contractors	1	1	1	100
All Other Specialty Trade Contractors	1	1	0	0
Sawmills	1	1	1	100
Explosives Manufacturing	1	1	1	100
All Other Miscellaneous Chemical Product and Preparation Manufacturing ..	1	1	0	0
Fluid Power Valve and Hose Fitting Manufacturing	1	1	1	100
Semiconductor and Related Device Manufacturing	1	1	1	100
Truck Trailer Manufacturing	1	1	0	0
Motor Vehicle Electrical and Electronic Equipment Manufacturing	1	1	1	100
Other Motor Vehicle Parts Manufacturing	1	1	1	100
Aircraft Manufacturing	6	16	2	33
Other Aircraft Parts and Auxiliary Equipment Manufacturing	3	3	3	100
Computer and Computer Peripheral Equipment and Software Merchant				
Wholesalers	1	1	1	100
Farm and Garden Machinery and Equipment Merchant Wholesalers	1	1	0	0
Transportation Equipment and Supplies (except Motor Vehicle) Merchant				
Wholesalers	3	4	3	100
Other Miscellaneous Durable Goods Merchant Wholesalers	1	1	0	0
New Car Dealer	1	1	1	100
Scheduled Passenger and Cargo Airline Serving Western Alaska	1	3	1	100
Scheduled Freight Air Transportation	2	2	2	100
Nonscheduled Chartered Passenger Air Transportation	79	165	75	95
Nonscheduled Chartered Freight Air Transportation	8	16	8	100
Other Nonscheduled Air Transportation	17	35	15	88
General Freight Trucking, Local	1	1	1	100
Other Airport Operations	4	4	4	100
Other Support Activities for Air Transportation	31	60	30	97
Support Activities for Rail Transportation	1	1	1	100
Navigational Services to Shipping	1	1	1	100
Miscellaneous Intermediation	2	2	2	100
Lessors of Residential Buildings and Dwellings	3	3	2	67
Lessors of Nonresidential Buildings	2	2	2	100
Real Estate Holding and Specific Asset (Aircraft) Management	1	1	1	100
Offices of Real Estate Agents and Brokers	1	1	0	0
Residential Property Managers	1	2	1	100
Management of Nonresidential Real Estate	1	1	1	100
Offices of Real Estate Appraisers	1	1	1	100
Other Activities Related to Real Estate	3	3	3	100
Passenger Car Leasing	1	1	1	100
Commercial Air, Rail, and Water Transportation Equipment Rental and				
Leasing	16	19	15	94
Construction, Mining and Forestry Machinery and Equipment Rental and				
Leasing	1	5	1	100
Other Commercial and Industrial Machinery and Equipment Rental and				
Leasing	2	2	2	100
Offices of Lawyers	4	5	4	100
Offices of Certified Public Accountants	1	1	1	100
Engineering Services	3	3	3	100

ESTIMATED NUMBER OF SMALL ENTITIES—Continued

NAICS category	Number entities	Number of affected aircraft	Small business entities	Percent small entities
Custom Computer Programming Services	2	2	2	100
Administrative Management and General Management Consulting Services	6	6	6	100
Research and Development in the Physical, Engineering, and Life Sciences	1	1	1	100
Research and Development in the Social Sciences and Humanities	1	1	1	100
Advertising Agencies	1	1	1	100
Commercial Photography	1	1	1	100
Offices of Other Holding Companies	4	5	4	100
Exterminating and Pest Control Services	3	4	0	0
Landscaping Services	2	12	1	50
Solid Waste Collection	1	1	0	0
Professional and Management Development Training	1	1	0	0
Flight Training	7	8	7	100
Emergency and Other Relief Services	1	1	1	100
Museums	3	3	2	67
All Other Amusement and Recreation Industries	1	1	1	100
Electronic and Precision Equipment Repair and Maintenance	1	1	1	100
Grantmaking Foundations	1	1	1	100
Civic and Social Organizations	1	1	0	0
Executive Offices	4	10	0	0
Legislative Bodies	1	1	0	0
Law Enforcement	18	40	1	6
Law Enforcement	10	21	1	10
Fire & Rescue	3	7	0	0
Other Justice, Public Order, and Safety Activities	2	6	0	0
Government	1	1	0	0
Government	2	2	0	0
Government	1	1	0	0
Government	1	45	0	0
International Affairs	1	2	0	0
Total	336	635	263	78

Projected Reporting, Recordkeeping, and Other Compliance Requirements

The FAA estimates affected entities will incur an inspection cost of \$149 per inspection cycle, with an average of 7 inspection cycles per year. FAA analyzes the cost of inspection of \$1,043 as the low-case for each small entity.

Based upon the results of the inspections, operators could incur up to 3 on-condition costs of \$6,024. If an operator were to incur all inspection and on-condition costs, FAA estimates each operator would incur \$7,067 per helicopter annually. The FAA has no way to determine if each helicopter will

require these on-condition costs. The high-case includes both inspection and on-condition costs for each small entity. The following table presents the small entity case burdens average percentage for compliance based on the average annual revenue by each NAICS industry.

NUMBER OF SMALL ENTITIES AFFECTED BY INDUSTRY AND COST SIGNIFICANCE

NAICS	NAICS description	Number of operators	Average annual revenue ¹	Number of aircraft affected	Low-Case burden average (%)	High-Case burden average (%)
111199	All Other Grain Farming	1	\$315,780	1	0.33%	2.24%
111332	Citrus, except Orange, Groves	1	286,790	2	0.73	4.93
114111	Finfish Fishing	1	600,000	1	0.17	1.18
115112	Soil Preparation, Planting, and Cultivating	7	526,180	10	0.33	2.22
115116	Farm Management Services	1	158,020	1	0.66	4.47
115210	Support Activities for Animal Production	3	356,057	6	0.92	6.23
115310	Support Activities for Forestry ³	2	625,705	3	0.30	2.02
212321	Construction Sand and Gravel Mining	1	520,000	1	0.20	1.36
213111	Drilling Oil and Gas Wells	1	1,680,000	1	0.06	0.42
213112	Support Activities for Oil and Gas Operations	1	246,800	1	0.42	2.86
221122	Electric Power Distribution	1	700,000	1	0.15	1.01
236115	New Single-family Housing Construction	1	104,160	1	1.00	6.78
236220	Commercial and Institutional Building Construction	2	575,330	7	0.54	3.66
237110	Water and Sewer Line and Related Structures Construction	1	5,580,000	1	0.02	0.13
237210	Land Subdivision	1	61,020	1	1.71	11.58
237310	Highway, Street, and Bridge Construction	2	6,138,005	2	0.69	4.68
238210	Electrical Contractors and Other Wiring Installation Contractors	1	6,410,000	11	0.18	1.21
238910	Site Preparation Contractors	1	950,000	1	0.11	0.74
321113	Sawmills	1	156,710	1	0.67	4.51
325920	Explosives Manufacturing	1	1,210,000	1	0.09	0.58
334413	Semiconductor and Related Device Manufacturing	1	245,810	1	0.42	2.87
336320	Motor Vehicle Electrical and Electronic Equipment Manufacturing	1	163,600	1	0.64	4.32

NUMBER OF SMALL ENTITIES AFFECTED BY INDUSTRY AND COST SIGNIFICANCE—Continued

NAICS	NAICS description	Number of operators	Average annual revenue ¹	Number of aircraft affected	Low-Case burden average (%)	High-Case burden average (%)
336411	Aircraft Manufacturing	2	1,182,320	4	2.44	16.55
336413	Other Aircraft Parts and Auxiliary Equipment Manufacturing	2	235,005	2	0.95	6.43
423430	Computer and Computer Peripheral Equipment and Software Merchant Wholesalers.	1	11,160,000	1	0.01	0.06
423860	Transportation Equipment and Supplies (except Motor Vehicle) Merchant Wholesalers.	3	3,202,923	4	0.42	2.84
441110	New Car Dealer	1	214,510	1	0.49	3.29
481111	Scheduled passenger and cargo airline serving Western Alaska	1	6,960,000	3	0.04	0.30
481112	Scheduled Freight Air Transportation	1	260,960	1	0.40	2.71
481211	Nonscheduled Chartered Passenger Air Transportation	61	1,723,034	142	0.97	6.56
481212	Nonscheduled Chartered Freight Air Transportation	6	2,202,997	14	0.35	2.34
481219	Other Nonscheduled Air Transportation	8	465,218	13	0.57	3.89
484110	General Freight Trucking, Local	1	2,860,000	1	0.04	0.25
488119	Other Airport Operations	2	396,330	2	0.90	6.12
488190	Other Support Activities for Air Transportation	23	955,989	52	0.58	3.90
488210	Support Activities for Rail Transportation	1	73,270	1	1.42	9.65
488330	Navigational Services to Shipping	1	267,710	1	0.39	2.64
523910	Miscellaneous Intermediation	2	120,155	2	1.02	6.90
531110	Lessors of Residential Buildings and Dwellings	1	114,980	1	0.91	6.15
531120	Lessors of Nonresidential Buildings	2	214,985	2	1.12	7.57
531312	Management of Nonresidential Real Estate	1	329,080	1	0.32	2.15
531320	Offices of Real Estate Appraisers	1	1,020,000	1	0.10	0.69
531390	Other Activities Related to Real Estate	2	120,580	2	1.13	7.63
532112	Passenger Car Leasing	1	65,270	1	1.60	10.83
532411	Commercial Air, Rail, and Water Transportation Equipment Rental and Leasing.	11	434,369	14	0.37	2.51
532412	Construction, Mining and Forestry Machinery and Equipment Rental and Leasing.	1	234,180	5	2.23	15.09
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing.	1	106,700	1	0.98	6.62
541110	Offices of Lawyers	1	33,720	2	6.19	41.92
541330	Engineering Services	3	206,827	3	0.61	4.13
541511	Custom Computer Programming	1	42,000	1	2.48	16.83
541611	Administrative Management and General Management Consulting Services.	3	250,367	3	0.94	6.36
541922	Commercial Photography	1	326,530	1	0.32	2.16
551112	Offices of Other Holding Companies	2	318,350	3	0.49	3.31
561730	Landscaping Services	1	133,680	1	0.78	5.29
611512	Flight Training	7	565,947	8	0.51	3.47
712110	History Museum & Education (501c3)	2	65,315	2	1.64	11.14
922110	Law Enforcement	1	116,229,610	3	0.00	0.02
922120	Law Enforcement	2	327,012,029	2	0.00	0.00
624230	Emergency and Other Relief Services	1	431,150	1	0.24	1.64
713990	All Other Amusement and Recreation Industries	1	346,990	1	0.30	2.04

¹ Source: Dun & Bradstreet, D&B Hoovers, retrieved April 28, 2024, app.hoovers.dnb.com; ZoomInfo, ZoomInfo Technologie Inc., retrieved April 28, 2024, zoominfo.com.

² Note: NAICS codes with only one entity equals the number of aircraft.

³ Example: NAICS 115310 has two operators with a total of three aircraft affected. Operator 1 calculations: Low Case Burden (\$2,086/\$980,000) = 0.21%. Operator 2 calculations: Low Case Burden (\$1,043/\$271,410) = 0.38%. The average Low Case Burden is (0.21% + 0.38%)/2 = 0.30%. The same method was used to calculate the High Case Burden. All NAICS with multiple operators use the same method of calculation.

Significant Alternatives Considered

The FAA evaluated the alternative of not promulgating this AD but ultimately deemed that this alternative would create a significant safety hazard. Since the issuance of AD 2024–23–06, which affected certain MD Helicopters, LLC Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N helicopters, it has been determined that the risk of failure of the torque tube assembly extends to additional torque tube assemblies. Relying on the existing requirements would leave these additional torque

tube assemblies unmonitored. By expanding the applicability, this AD addresses the unsafe condition and prevents potential failure, ensuring a level of safety that the alternative of no action could not provide.

Conclusion

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, replacement of the RFA

certification with a final regulatory flexibility analysis, a change in the Costs of Compliance section (from 353 helicopters to 680 helicopters and corresponding cost changes), and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Costs of Compliance

The FAA estimates that this AD affects 680 helicopters of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost ¹	Parts cost	Cost per product	Cost on U.S. operators
Visual inspection of torque tube and roller bearings.	1 work-hour × \$85 per hour = \$85, per inspection cycle.	\$0	\$85, per inspection cycle	\$57,800, per inspection cycle.
Inspection of torque tube for freedom-of-movement.	0.75 work-hour × \$85 per hour = \$64, per inspection cycle.	0	\$64, per inspection cycle	\$43,520, per inspection cycle.

¹ The FAA estimated operators will incur \$85 in costs per labor hour, which is the weighted average fiscal year (FY) 2026 fully loaded wage of an aircraft mechanic (\$69.85) working 60 percent of the labor hours and a general and operations manager (\$108.15) working 40 percent of the labor hours. The FAA estimated these wages by taking the average of the FY 2024 Bureau of Labor Statistics (BLS) air transportation industry average wage for aircraft mechanics and general and operations managers (See: Occupational Employment and Wage Statistics Query System, BLS (May 2024), data.bls.gov/oes/); multiplying each wage by a fringe benefit factor of 1.42 (See: Employer Cost for Employee Compensation—December 2024, BLS (2024), bls.gov/news.release/archives/ecec_03142025.pdf); and adjusting these 2024 wages to 2026 dollars using an implicit Gross Domestic Product (GDP) Price Deflator of 2.8 percent (See: Gross Domestic Product: Implicit Price Deflator, FRED (2026) fred.stlouisfed.org/series/GDPDEF).

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

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replacement of torque tube	6 work-hours × \$85 per hour = \$510	\$4,773	\$5,283
Visual inspection of roller bearings	0.25 work-hour × \$85 per hour = \$21	0	21
Replacement of roller bearing	6 work-hours × \$85 per hour = \$510	210	720

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, and
- (2) Will not affect intrastate aviation in Alaska.

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 2024–23–06, Amendment 39–22885 (89 FR 91248, November 19, 2024); and
 - b. Adding the following new airworthiness directive:

MD Helicopters, LLC: Docket No. FAA–2025–3987; Project Identifier AD–2025–00017–R.

(a) Effective Date

This airworthiness directive (AD) is effective October 20, 2026.

(b) Affected ADs

This AD replaces AD 2024–23–06, Amendment 39–22885 (89 FR 91248, November 19, 2024) (AD 2024–23–06).

(c) Applicability

This AD applies to all MD Helicopters, LLC Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6700, Rotorcraft flight control.

(e) Unsafe Condition

This AD was prompted by a report of a seized and damaged roller bearing assembly in the torque tube assembly. The FAA is issuing this AD to prevent failure of the torque tube assembly. The unsafe condition, if not addressed, could result in reduced controllability and loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

- (1) Within 100 hours time-in-service (TIS) or within 12 months after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS, accomplish the actions required by paragraphs (g)(1)(i) and (ii) of this AD.
 - (i) Using a flashlight and mirror, visually inspect the torque tube for corrosion and cracks. If there is any corrosion or a crack, before further flight, remove the torque tube

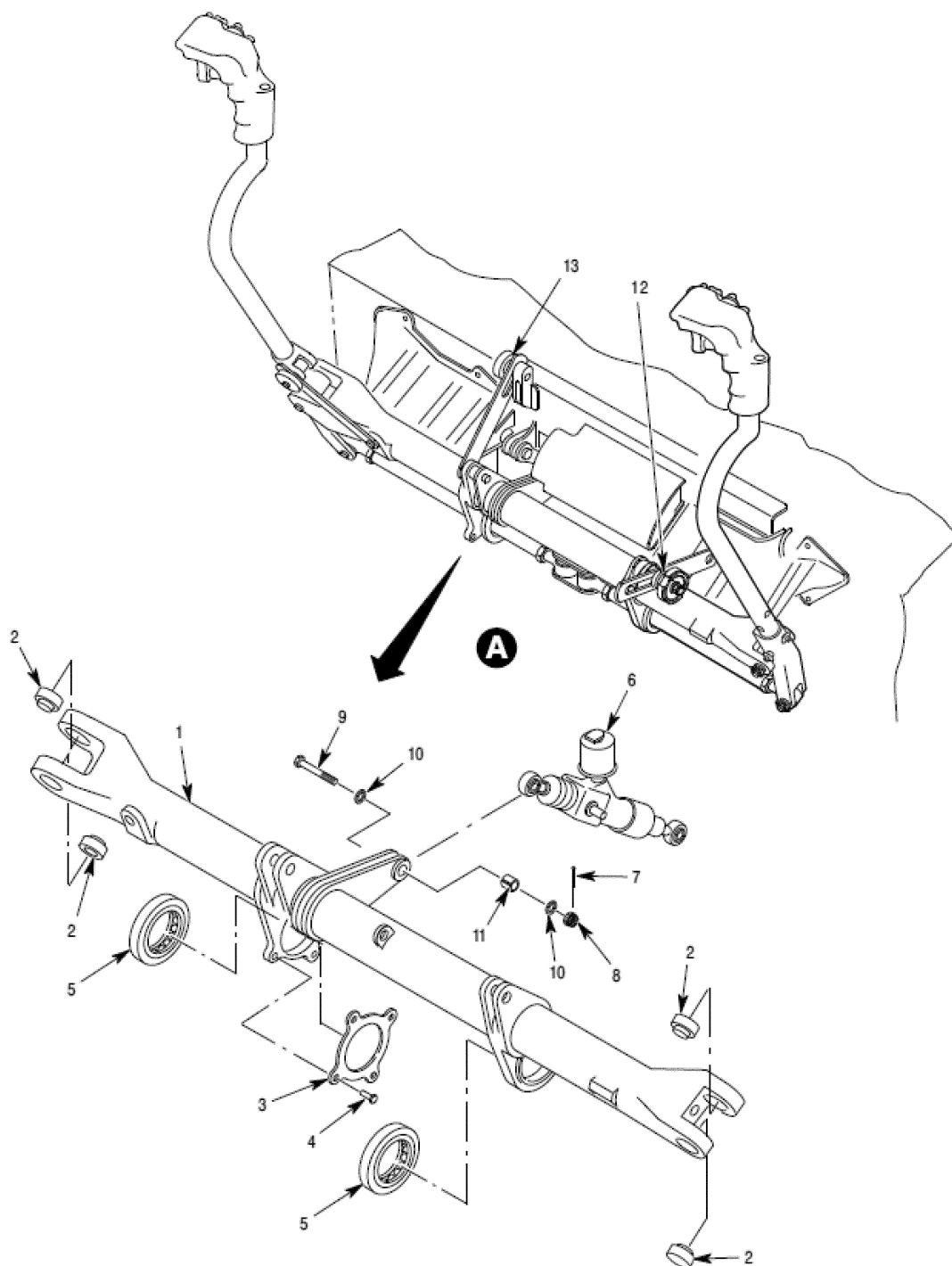
from service and install an airworthy torque tube.

(ii) Visually inspect each roller bearing (number 5) as depicted in Figure 1 to paragraph (g)(1) of this AD for corrosion and

degradation. If a roller bearing has any corrosion or degradation, before further flight, remove the roller bearing from service and install an airworthy roller bearing.

BILLING CODE 4910-13-P

Figure 1 to Paragraph (g)(1)—Torque Tube Assembly



BILLING CODE 4910-13-C

(2) Before the helicopter accumulates 3,000 total hours TIS or within 100 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 100 hours TIS, perform a freedom-of-movement inspection on the torque tube

assembly by accomplishing the actions required by paragraphs (g)(2)(i) through (v) of this AD.

(i) Disconnect the one-way lock (number 6) of the torque tube by removing the cotter pin (number 7), nut (number 8), bolt (number 9), washers (number 10), and slotted bushing

(number 11) from the torque tube assembly as depicted in Figure 1 to paragraph (g)(1) of this AD.

(ii) Loosen the longitudinal cyclic friction knob (number 12 or 13) of the torque tube assembly as depicted in Figure 1 to paragraph (g)(1) of this AD.

(iii) While moving the cyclic control forward and aft to allow the torque tube assembly to rotate through its full range of motion, inspect the torque tube assembly for binding and ratcheting.

(A) If there is any binding or ratcheting as a result of the action required by paragraph (g)(2)(iii) of this AD, before further flight, inspect each roller bearing (number 5) as depicted in Figure 1 to paragraph (g)(1) of this AD for damage. For the purposes of this inspection, damage may be indicated by corrosion, lack of lubrication (dry exterior surface), or material degradation.

(B) If any roller bearing (number 5) as depicted in Figure 1 to paragraph (g)(1) of this AD has any damage, before further flight, remove the roller bearing from service and install an airworthy roller bearing.

(iv) If there is not any binding or ratcheting as a result of the action required by paragraph (g)(2)(iii) of this AD or after accomplishing the action required by paragraph (g)(2)(iii)(B) of this AD, as applicable, tighten the cyclic friction knob (number 12 or 13) as depicted in Figure 1 to paragraph (g)(1) of this AD.

(v) Connect the one-way lock (number 6) as depicted in Figure 1 to paragraph (g)(1) of this AD by accomplishing the actions required by paragraphs (g)(2)(v)(A) and (B).

(A) Install the slotted bushing (number 11), washers (number 10), bolt (number 9), nut (number 8), and new (zero total hours TIS) cotter pin (number 7) as depicted in Figure 1 to paragraph (g)(1) of this AD.

(B) Ensure the edge of the slotted bushing (number 11) protrudes 0.010 to 0.080 inch (0.25 to 2.03 millimeters) above the surface of the cyclic torque tube after the nut is tightened.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, West Certification 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 West Certification Branch, send it to the attention of the person identified in paragraph (i) 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.

(i) Additional Information

For more information about this AD, contact Eduardo Orozco-Duran, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627-5264; email: eduardo.orozco-duran@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on September 11, 2026.

Hollister B. Thorson,

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

[FR Doc. 2026-18927 Filed 9-14-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-10899; Airspace Docket No. 26-ANE-7]

RIN 2120-AA66

Amendment of Class D and Class E Airspace Over Hyannis, MA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action updates the airport name for Cape Cod Gateway Airport in the Falmouth, MA Class E5 airspace legal description. This action also updates verbiage in the Hyannis, MA Class D airspace legal description to comply with current FAA guidance. This action does not change the airspace boundaries or operating requirements.

DATES: Effective date 0901 UTC, December 24, 2026. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments. **ADDRESSES:** A copy of this final rule and all background material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from www.federalregister.gov.

FAA Order JO 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20597; Telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-5589.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends the legal description for Class D and Class E airspace in Hyannis, MA.

Incorporation by Reference

Class D and Class E airspace designations are published in paragraphs 5000 and 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11M, dated July 30, 2026, and effective September 15, 2026. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11M, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

An airspace review revealed that administrative updates were needed for the Class D and Class E airspace legal descriptions related to Cape Cod Gateway Airport, Hyannis, MA. Accordingly, this action amends 14 CFR part 71 by updating the term "Notice to Air Missions" in the Hyannis, MA Class D airspace legal description to "Notice to Airmen" in order to comply with current FAA guidance. This action also updates the airport name for Cape Cod Gateway Airport in the Falmouth, MA Class E5 airspace legal description. This action does not change the airspace boundaries or operating requirements.

Good Cause for Bypassing Notice and Comment

The Administrative Procedure Act (APA) authorizes agencies to dispense with ordinary notice and comment requirements for rules when the agency for "good cause" finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." 5 U.S.C. 553(b)(B). Under this section, an agency, upon finding good