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 adding the following new airworthiness directive:

2026–19–06 Costruzioni Aeronautiche Tecnam S.P.A.: Amendment 39–23473; Docket No. FAA–2026–11784; Project Identifier MCAI–2026–00700–A.

(a) Effective Date

This airworthiness directive (AD) is effective October 13, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Costruzioni Aeronautiche Tecnam S.P.A. (Tecnam) Model P2006T airplanes, certificated in any category, serial numbers (S/N) 001 through 434 and S/N 442.

(d) Subject

Joint Aircraft System Component (JASC) Code 2710, Aileron Control System.

(e) Unsafe Condition

This AD was prompted by a report of partial detachment of the left aileron due to a missing hinge pin. The FAA is issuing this AD to detect and address cracks, damage, or improper installation of the aileron hinges and cotter pins. The unsafe condition, if not addressed, could lead to detachment of an aileron, possibly resulting in loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 25 flight hours or 30 days, whichever occurs first after the effective date of this AD, perform a one-time detailed visual inspection of the inboard and outboard aileron hinges of the left and right ailerons for damage (cracks, warping of the hinges or hinge pin, scratched paint, missing or broken torque stripe, etc.), and inspect the cotter pins installed at both ends of each hinge pin for improper installation and evidence of looseness, in accordance with steps N 4 and 5 of the Accomplishment Instructions in Tecnam Service Bulletin No. SB 995–CS-Ed. 1 Rev. 2, dated September 18, 2026 (Tecnam SB 995–CS-Ed. 1 Rev. 2).

(2) If, during the inspection required by paragraph (g)(1) of this AD, no discrepancy affecting a cotter pin or crack or damage of an aileron hinge is found, no further action is required by this AD.

(3) If, during the inspection required by paragraph (g)(1) of this AD, any discrepancy affecting a cotter pin is found, before further flight, replace and secure the cotter pin, in accordance with step N 6 of the Accomplishment Instructions in Tecnam SB 995–CS-Ed. 1 Rev. 2.

(4) If, during the inspection required by paragraph (g)(1) of this AD, any crack or damage is found on an aileron hinge, before further flight, contact the Manager, International Validation Branch, FAA; or European Union Aviation Safety Agency (EASA); or Tecnam's EASA Design Organization Approval (DOA) for approved corrective instructions. If approved by the DOA, the approval must include the DOA-authorized signature. Accomplish the approved corrective instructions accordingly.

(h) No Reporting Requirement

Although Tecnam SB 995–CS-Ed. 1 Rev. 2 specifies to submit information to the manufacturer, this AD does not require that action.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Tecnam Service Bulletin No. SB 995–CS-Ed. 1 Rev. 0, dated April 21, 2026, or Tecnam Service Bulletin No. SB 995–CS-Ed. 1 Rev. 1, dated August 25, 2026.

(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)(1) 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 local flight standards district office/certificate holding district office.

(k) Additional Information

(1) For more information about this AD, contact Anthony Kenward, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5152; email: *anthony.b.kenward@faa.gov.*

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (l)(3) of this AD.

(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) Tecnam Service Bulletin No. SB 995–CS-Ed. 1 Rev. 2, dated September 18, 2026.

(ii) [Reserved]

(3) For Tecnam material identified in this AD, contact Costruzioni Aeronautiche Tecnam S.P.A., Via Maiorise, 81043 Capua CE, Italy; phone: +39 0823 997538; email: *technical.support@tecnam.com;* website: *tecnam.com.*

(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 September 21, 2026.

Hollister B. Thorson,

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

[FR Doc. 2026–19760 Filed 9–25–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–3991; Project Identifier MCAI–2025–00365–R; Amendment 39–23469; AD 2026–19–02]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus Helicopters Model EC 130 T2 helicopters. This AD was prompted by the determination that helicopter operators received main rotor blades (MRB) that are not certified to be

installed on their helicopters and thus, without instructions for continued airworthiness, cannot be properly maintained. This AD requires replacing the affected parts with serviceable parts and prohibits installing the affected MRBs on Airbus Helicopters Model EC 130 T2 helicopters. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 2, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 2, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–3991; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: *ADs@easa.europa.eu;* website: *easa.europa.eu.* You may find the EASA 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. It is also available at *regulations.gov* under Docket No. FAA–2025–3991.

FOR FURTHER INFORMATION CONTACT: Shailesh Malla, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5584; email: *shailesh.malla@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Airbus Helicopters Model EC 130 T2 helicopters. The NPRM was published in the **Federal Register** on November 18, 2025 (90 FR 51605). The NPRM was prompted EASA AD 2025–0062, dated March 20, 2025 (EASA AD 2025–0062) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that part number (P/N) 355A11003002 [manufacturer reference 355A11–0030–02] MRBs were delivered to EC 130 T2 helicopter operators; these affected MRBs are not certified for installation on Model EC 130 T2 helicopters. The MCAI further states that a comprehensive set of instructions for continued airworthiness is not available, thus these MRBs cannot be maintained properly.

In the NPRM, the FAA proposed to require replacing the affected parts with serviceable parts and to prohibit installing the affected MRBs on Model EC 130 T2 helicopters. The FAA is issuing this AD to prevent MRB failure due to not maintaining uncertified MRBs. This condition, if not addressed, could result in loss of control of the helicopter.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–3991.

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 the FAA either provide its justification for finding good cause to bypass notice and comment procedures and a shortened effective date or convert this action to an NPRM with an expedited comment period and consider interim mitigations that maintain safety. 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 Comply With the Paperwork Reduction Act (PRA)

The Citizens Rulemaking Alliance requested that the FAA revise the AD to comply with the PRA if reporting is required or remove any reporting provisions until PRA requirements are satisfied.

The FAA notes 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 coordinate with Airbus Helicopters to ensure that all IBR materials are easily and freely accessible to the public and affected parties for both commenting and compliance purposes. The commenter also requested that this access be documented in the rulemaking record.

The FAA notes that this AD incorporates by reference EASA AD 2025–0062, not the manufacturer service information referenced in that EASA AD. The FAA posted EASA AD 2025–0062 to the AD docket when the NPRM was published in the **Federal Register**. The material referenced in EASA AD 2025–0062 may only be posted before the final rule's publication if it is already publicly available or if there is written consent from the owner of that material. Additionally, the FAA provided notice in the NPRM that the material referenced in EASA AD 2025–0062 will be available in the AD docket after this AD is published. 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 MCAI, service information summaries, the incident data, and the economic analysis. The commenter also requested that the comment period be reopened and effective date extended to allow meaningful participation.

The FAA does not agree. The FAA has assessed and disclosed the background and basis for this rulemaking in the preamble of the NPRM, including a discussion of the MCAI that is being incorporated by reference, a description of the unsafe condition, and the FAA's rationale for the required actions. The preamble of the NPRM also contained the regulatory evaluation, as is the FAA's practice rather than including it as a separate document in the AD docket. This information was available to the public during the 45-day comment period provided by the NPRM. Since the FAA has assessed and disclosed the basis for this rulemaking in the preamble of the NPRM 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 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 a detailed initial regulatory flexibility analysis that considers alternatives (phased compliance times, extended intervals, or alternative inspection methods) for small entities.

The FAA has considered the AD's impact on small businesses and provides the following factual basis for its RFA certification.

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 Small Business Administration (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 entity 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	SBA size standard
311919	Other Snack Food Manufacturing	1,250 Employees.
481211	Nonscheduled Chartered Passenger Air Transportation	1,500 Employees.
481212	Nonscheduled Chartered Freight Air Transportation	1,500 Employees.
487990	Scenic and Sightseeing Transportation, Other	$34,000,000.
488190	Other Support Activities for Air Transportation	$40,000,000.
532411	Commercial Air, Rail, and Water Transportation Equipment Rental	$47,000,000.
532411	Commercial Air, Rail, and Water Transportation Equipment Rental	$47,000,000.
611512	Pilot Training	1,500 Employees.
621910	Ambulance Services	$22,500,000.
721120	Casino Hotels	$47,000,000.

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 following table provides the estimated number of small entities.

ESTIMATED NUMBER OF SMALL ENTITIES

NAICS description	SBA size threshold	Number of entities	Number of aircraft [1]	Small entities	Percent small entities
Other Snack Food Manufacturing	1,250 Employees	1	1	0	0
Nonscheduled Chartered Passenger Air Transportation.	1,500 Employees	36	47	0	0
Nonscheduled Chartered Freight Air Transportation.	1,500 Employees	1	1	0	0
Scenic and Sightseeing Transportation, Other.	$34,000,000	4	22	2	50
Other Support Activities for Air Transportation.	$40,000,000	2	2	2	100
Commercial Air, Rail, and Water Transportation Equipment Rental.	$47,000,000	2	4	0	0
Pilot Training	1,500 Employees	1	1	1	100
Ambulance Services	$22,500,000	8	60	0	0

ESTIMATED NUMBER OF SMALL ENTITIES—Continued

NAICS description	SBA size threshold	Number of entities	Number of aircraft [1]	Small entities	Percent small entities
Casino Hotels	$47,000,000	1	1	0	0

[1] There are a total of 139 aircraft, of which 9 are identified as foreign owned, 18 are owned by small businesses, 79 are not identifiable as owned by small businesses, and 33 have no identifying information available.

Projected Reporting, Recordkeeping, and Other Compliance Requirements

The FAA estimates the low compliance cost for this AD at $106,581 per aircraft and the high cost per aircraft at $319,743. The following table provides the estimated cost by each affected entity and corresponding NAICS industry.

COST OF COMPLIANCE PER SMALL ENTITY

Category	Annual revenue	Low cost	High cost	Low cost as percent of revenue	High cost as percent of revenue
Scenic and Sightseeing Transportation, Other	$19,750,000	$1,385,553	$4,156,659	7.02	21.05
Scenic and Sightseeing Transportation, Other	26,180,000	213,162	639,486	0.81	2.44
Other Support Activities for Air Transportation	250,000	106,581	319,743	42.63	127.90
Other Support Activities for Air Transportation	3,800,000	106,581	319,743	2.80	8.41
Pilot Training	1,550,000	106,581	319,743	6.88	20.63

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. This AD was prompted by reports that MRBs not certified for installation on Model EC 130 T2 helicopters were delivered to EC 130 T2 helicopter operators. Because a comprehensive set of instructions for continued airworthiness is not available, these MRBs cannot be maintained properly. The FAA is issuing this AD to address the unsafe condition on these products.

Conclusion

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0062, which specifies procedures for replacing the affected MRBs with serviceable MRBs P/N 355A11003004 [manufacturer reference 355A11–0030–04]. EASA AD 2025–0062 also prohibits the installation of the affected MRB on a helicopter. This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

Costs of Compliance

The FAA estimates that this AD affects 139 helicopters of U.S. registry.

The FAA estimates the following costs to comply with this AD. The FAA has no data to determine the number of helicopters that might need to replace the MRB.

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Replace MRB (up to three per helicopter).	1 work-hour × $85 per hour = $85 (per MRB).	$106,496 (per MRB)	$106,581 (per MRB), $319,743 (up to three MRBs).	$14,814,759 (minimum 1 MRB per helicopter), $44,444,277 (maximum three MRBs per helicopter).

[1] The FAA estimated that affected 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*).

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 adding the following new airworthiness directive:

2026–19–02 Airbus Helicopters: Amendment 39–23469; Docket No. FAA–2025–3991; Project Identifier MCAI–2025–00365–R.

(a) Effective Date

This airworthiness directive (AD) is effective November 2, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model EC 130 T2 helicopters, certificated in any category, that were delivered before September 23, 2024.

(d) Subject

Joint Aircraft System Component (JASC) Code 6210, Main rotor blades.

(e) Unsafe Condition

This AD was prompted by the determination that helicopter operators received main rotor blades (MRB) that are not certified to be installed on their helicopters and thus, without instructions for continued airworthiness, cannot be properly maintained. The FAA is issuing this AD to prevent MRB failure due to not maintaining uncertified MRBs, which, if not addressed, could result in 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 paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2025–0062, dated March 20, 2025 (EASA AD 2025–0062).

(h) Exceptions to EASA AD 2025–0062

(1) Where EASA AD 2025–0062 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2025–0062 refers to its effective date, this AD requires using the effective date of this AD.

(3) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0062.

(i) 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 (j) 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.

(j) Additional Information

For more information about this AD, contact Shailesh Malla, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5584; email: *shailesh.malla@faa.gov.*

(k) 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 2025–0062, dated March 20, 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 the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov.*

Issued on September 16, 2026.

Hollister B. Thorson,

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

[FR Doc. 2026–19758 Filed 9–25–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–3997; Project Identifier AD–2025–01471–T; Amendment 39–23471; AD 2026–19–04]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all The Boeing Company Model 777–200, –200LR, –300, –300ER, and 777F series airplanes. This AD was prompted by a report of an overheated alternating current motor pump (ACMP) that caused a fire in the main landing gear (MLG) wheel well. This AD requires a records check or inspection for any installed ACMP with a certain part number and applicable on-condition actions. This AD also prohibits the installation of affected parts. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective November 2, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 2, 2026.