

auxiliary wing tanks (total fuel capacity 153 gallons), that have embodied Vulcanair S.p.A. P.68 Variants Service Bulletin No. 133 Rev. 2, dated March 27, 2024.

(3) Group 3 airplanes are all other airplanes that are not in Group 1 or Group 2.

(4) Affected fuel level indicators are those having part number (P/N) NOR7.361–1, NOR7.1037–2, NOR7.361–3, or NOR7.1037–3.

(h) Required Actions

(1) For Group 1 airplanes, within 2 months after the effective date of this AD, perform the actions in either paragraph (h)(1)(i) or (ii) of this AD:

(i) Modify and calibrate each affected fuel level indicator in accordance with Part B of paragraph 2.1 of Vulcanair S.p.A. P.68 Variants Mandatory Service Bulletin No. 265 Rev. 0, dated January 8, 2026; or

(ii) Modify each affected fuel level indicator in accordance with the Parts B, C, and D of paragraph 2 of Vulcanair S.p.A. P.68 Variants Service Bulletin No. 133 Rev. 2, dated March 27, 2024, and then calibrate each affected fuel level indicator in accordance with Part C of paragraph 2.1 of Vulcanair S.p.A. P.68 Variants Mandatory Service Bulletin No. 265 Rev. 0, dated January 8, 2026.

(2) For Group 2 airplanes: Within 2 months after the effective date of this AD, calibrate the fuel level indicator in accordance with Part C of paragraph 2.1 of Vulcanair S.p.A. P.68 Variants Mandatory Service Bulletin No. 265 Rev. 0, dated January 8, 2026.

(3) For Group 1 and Group 2 airplanes, before further flight after the actions specified in paragraphs (h)(1) and (2) of this AD:

(i) Install new quantity and warning placards in accordance with paragraph 2.2 of Vulcanair S.p.A. P.68 Variants Mandatory Service Bulletin No. 265 Rev. 0, dated January 8, 2026.

(ii) Update the aircraft flight manual and aircraft maintenance manual in accordance with paragraph 2.2 of Vulcanair S.p.A. P.68 Variants Mandatory Service Bulletin No. 265 Rev. 0, dated January 8, 2026.

(4) For Group 3 airplanes: Within 2 months after the effective date of this AD, do all necessary actions in accordance with a method approved by the Manager, International Validation Branch, FAA; or the European Aviation Safety Agency (EASA); or Vulcanair's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Parts Installation Limitations

(1) For Group 1 airplanes: As of the effective date of this AD, no person may install, on any airplane, an affected fuel level indicator, unless it has been modified and calibrated in accordance with the requirements of paragraph (h)(1)(i) or (ii) of this AD.

(2) For Group 2 airplanes: As of the effective date of this AD, no person may install, on any airplane, an affected fuel level indicator, unless it has been calibrated in accordance with the requirements of paragraph (h)(2) of this AD.

(3) For Group 2 airplanes: As of the effective date of this AD, no person may calibrate an affected fuel level indicator unless that calibration is accomplished in accordance with the requirements of paragraph (h)(2) of this AD.

(4) For Group 1 airplanes, as of the effective date of this AD, no airplane may be modified using the actions specified in Vulcanair S.p.A. P.68 Variants Service Bulletin No. 133 Rev. 2, dated March 27, 2024, unless the fuel level indicator is calibrated before further flight after that modification in accordance with Vulcanair S.p.A. P.68 Variants Mandatory Service Bulletin No. 265 Rev. 0, dated January 8, 2026.

(j) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the actions of this AD can be performed, provided that fuel quantity in any tank does not drop below one-quarter capacity, including during taxi.

(k) 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 (l) 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.

(l) Additional Information

For more information about this AD, contact Ari Tretiak, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (202) 267–7897; email: ari.e.tretiak@faa.gov.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) Vulcanair S.p.A. P.68 Variants Service Bulletin No. 133 Rev. 2, dated March 27, 2024.

(ii) Vulcanair S.p.A. P.68 Variants Mandatory Service Bulletin No. 265 Rev. 0, dated January 8, 2026.

Note 1 to paragraph (m)(2): Only the first page of the documents in paragraphs (m)(2)(i) and (ii) of this AD contain the document date.

(3) For Vulcanair S.p.A. material identified in this AD, contact Vulcanair S.p.A., via G. Pascoli, 7, 80026 Casoria (NA), Italy; phone: +39 081 5918135; email: airworthiness@vulcanair.com; website: support.vulcanair.com.

support.vulcanair.com.

(4) You may view this material at the FAA, Airworthiness Products Section, 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 25, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–19972 Filed 9–29–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–11793; Project Identifier MCAI–2026–00215–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) 2025–17–06, which applies to certain Airbus SAS Model A330–200 series airplanes, A330–200 Freighter series airplanes, A330–300 series airplanes, A330–841 airplanes, and A330–941 airplanes. AD 2025–17–06 requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. Since the FAA issued AD 2025–17–06, the FAA has determined that new or more restrictive airworthiness limitations are necessary. This proposed AD would require revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. 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 November 16, 2026.

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

• *Federal eRulemaking Portal*: Go to *regulations.gov*. Follow the instructions for submitting comments.

• *Fax*: 202–493–2251.

• *Mail*: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

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

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–11793; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

• For European Union Aviation Safety Agency (EASA) material identified in this proposed AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu*. You may find this material on the EASA website at *ad.easa.europa.eu*. It is also available at *regulations.gov* under Docket No. FAA–2026–11793.

• 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:

Taylor Stanley, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 407–852–7677; email: *taylor.stanley@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–2026–11793; Project Identifier MCAI–2026–00215–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*, 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 Taylor Stanley, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 407–852–7677; email: *taylor.stanley@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

The FAA issued AD 2025–17–06, Amendment 39–23116 (90 FR 41769, August 27, 2025) (AD 2025–17–06), for certain Airbus SAS Model A330–200 series airplanes, A330–200 Freighter series airplanes, A330–300 series airplanes, A330–841 airplanes, and A330–941 airplanes. AD 2025–17–06 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued AD 2024–0213, dated November 14, 2024 (EASA AD 2024–0213), (which corresponds to FAA AD 2025–17–06) to correct an unsafe condition.

AD 2025–17–06 requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA issued AD 2025–17–06 to address fatigue cracking, accidental damage, or corrosion in principal structural elements, and possible failure of certain life-limited parts, which could result in reduced structural integrity of the airplane.

Actions Since AD 2025–17–06 Was Issued

Since the FAA issued AD 2025–17–06, EASA superseded AD 2024–0213 and issued EASA AD 2026–0042, dated March 3, 2026 (EASA AD 2026–0042) (also referred to as the MCAI), for certain Airbus SAS Model A330–200 series airplanes, A330–200 Freighter series airplanes, A330–300 series airplanes, A330–841 airplanes, and A330–941 airplanes. The MCAI states that new or more restrictive airworthiness limitations have been developed.

Airplanes with an original airworthiness certificate or original export certificate of airworthiness issued after December 19, 2025, must comply with the airworthiness limitations specified as part of the approved type design and referenced on the type certificate data sheet; this proposed AD therefore does not include those airplanes in the applicability.

The FAA is proposing this AD to address fatigue cracking, accidental damage, or corrosion in principal structural elements, and possible failure of certain life-limited parts. The unsafe condition, if not addressed, could result in reduced structural integrity of the airplane. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–11793.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD–2026–0042. This material specifies new or more restrictive airworthiness limitations for airplane structures and safe life limits.

This proposed AD would also require EASA AD 2024–0213, which the Director of the Federal Register approved for incorporation by reference as of October 1, 2025 (90 FR 41769, August 27, 2025).

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 retain certain requirements of AD 2025–17–06. This proposed AD would also require revising the existing maintenance or inspection program, as applicable, to incorporate additional new or more restrictive airworthiness limitations, which are specified in EASA AD 2026–0042 already described, as proposed for incorporation by reference. Any differences with EASA AD 2026–0042 are identified as exceptions in the regulatory text of this proposed AD.

This proposed AD would require revisions to certain operator maintenance documents to include new actions (e.g., inspections). Compliance with these actions is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this proposed AD, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance (AMOC) according to paragraph (m)(1) of this proposed AD.

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some 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 retain the incorporation by reference (IBR) of EASA AD 2024–0213 and incorporate EASA AD 2026–0042 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2024–0213 and EASA AD 2026–0042 through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2024–0213 or EASA AD 2026–0042 does not mean that operators need to comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this proposed AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA AD 2024–0213 or EASA AD 2026–0042. Material required by EASA AD 2024–0213 is available at

regulations.gov by searching for and locating Docket No. FAA–2025–0925 and material required by EASA AD 2026–0042 for compliance will be available at *regulations.gov* by searching for and locating Docket No. FAA–2026–11793 after the FAA final rule is published.

Airworthiness Limitation ADs Using the New Process

The FAA's process of incorporating by reference MCAI ADs as the primary source of information for compliance with corresponding FAA ADs has been limited to certain MCAI ADs (primarily those with service bulletins as the primary source of information for accomplishing the actions required by the FAA AD). However, the FAA is now expanding the process to include MCAI ADs that require a change to airworthiness limitation documents, such as airworthiness limitation sections.

For these ADs that incorporate by reference an MCAI AD that changes airworthiness limitations, the FAA requirements are unchanged. Operators must revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in the new airworthiness limitation document. The airworthiness limitations must be followed according to 14 CFR 91.403(c) and 91.409(e).

The previous format of the airworthiness limitation ADs included a paragraph that specified that no alternative actions (e.g., inspections) or intervals may be used unless the actions and intervals are approved as an AMOC in accordance with the procedures specified in the AMOCs paragraph under “Additional AD Provisions.” This new format includes a “New Provisions for Alternative Actions and Intervals” paragraph that does not specifically refer to AMOCs, but operators may still request an AMOC to use an alternative action or interval.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 140 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

The FAA estimates the total cost per operator for the retained actions from AD 2025–17–06 to be \$7,650 (90 work-hours × \$85 per work-hour).

The FAA has determined that revising the existing maintenance or inspection program takes an average of 90 work-hours per operator, although the agency recognizes that this number may vary from operator to operator. Since operators incorporate maintenance or

inspection program changes for their affected fleet(s), the FAA has determined that a per-operator estimate is more accurate than a per-airplane estimate. Therefore, the FAA estimates the average total cost per operator for the newly proposed actions to be \$7,650 (90 work-hours × \$85 per work-hour).

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:

■ a. Removing Airworthiness Directive (AD) 2025–17–06, Amendment 39–23116 (90 FR 41769, August 27, 2025); and

■ b. Adding the following new AD:

Airbus SAS: Docket No. FAA–2026–11793; Project Identifier MCAI–2026–00215–T.

(a) Comments Due Date

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

(b) Affected ADs

This AD replaces AD 2025–17–06, Amendment 39–23116 (90 FR 41769, August 27, 2025) (AD 2025–17–06).

(c) Applicability

This AD applies to Airbus SAS Model airplanes, identified in paragraphs (c)(1) through (5) of this AD, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before December 19, 2025.

(1) Model A330–201, –202, –203, –223, and –243 airplanes.

(2) Model A330–223F and –243F airplanes.

(3) Model A330–301, –302, –303, –321, –322, –323, –341, –342, and –343 airplanes.

(4) Model A330–841 airplanes.

(5) Model A330–941 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time limits/Maintenance checks.

(e) Unsafe Condition

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address fatigue cracking, accidental damage, or corrosion in principal structural elements, and possible failure of certain life-limited parts. The unsafe condition, if not addressed, could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Revision of the Existing Maintenance or Inspection Program, With a New Terminating Action

This paragraph restates the requirements of paragraph (1) of AD 2025–17–06, with a new terminating action. For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before October 1, 2024: 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 (EASA) AD 2024–0213, dated November 14, 2024 (EASA AD 2024–0213). Accomplishing the revision of the existing maintenance or inspection program required by paragraph (j) of this AD terminates the requirements of this paragraph.

(h) Retained Exceptions to EASA AD 2024–0213, With No Changes

This paragraph restates the exceptions specified in paragraph (k) of AD 2025–17–06, with no changes.

(1) This AD does not adopt the requirements specified in paragraph (1) of EASA AD 2024–0213.

(2) Paragraph (2) of EASA AD 2024–0213 specifies revising “the AMP” within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after October 1, 2025 (the effective date of AD 2025–17–06).

(3) The initial compliance time for doing the tasks specified in paragraph (2) of EASA AD 2024–0213 is at the applicable “limitations” as incorporated by the requirements of paragraph (2) of EASA AD 2024–0213, or within 90 days after October 1, 2025 (the effective date of AD 2025–17–06), whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (3) and (4) of EASA AD 2024–0213.

(5) This AD does not adopt the “Remarks” section of EASA AD 2024–0213.

(i) Retained Restrictions on Alternative Actions and Intervals, With a New Exception

This paragraph restates the requirements of paragraph (l) of AD 2025–17–06, with a new exception. Except as required by paragraph (j) of this AD, after the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2024–0213.

(j) New Revision of the Existing Maintenance or Inspection Program

Except as specified in paragraph (k) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2026–0042, dated March 3, 2026 (EASA AD 2026–0042). Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraph (g) of this AD.

(k) Exceptions to EASA AD 2026–0042

(1) This AD does not adopt the requirements specified in paragraph (1) of EASA AD 2026–0042.

(2) Paragraph (2) of EASA AD 2026–0042 specifies revising the approved aircraft maintenance program (AMP) within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (2) of EASA

AD 2026–0042 is at the applicable limitations as incorporated by the requirements of paragraph (2) of EASA AD 2026–0042, or within 90 days after the effective date of this AD, whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (3) and (4) of EASA AD 2026–0042.

(5) This AD does not adopt the “Remarks” section of EASA AD 2026–0042.

(l) New Provisions for Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (e.g., inspections) and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2026–0042.

(m) 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 (n) 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 Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(n) Additional Information

For more information about this AD, contact Taylor Stanley, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 407–852–7677; email: taylor.stanley@faa.gov.

(o) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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.

(3) The following material was approved for IBR on [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) European Union Aviation Safety Agency (EASA) AD 2026–0042, dated March 3, 2026.

(ii) [Reserved]

(4) The following material was approved for IBR on October 1, 2025 (90 FR 41769, August 27, 2025).

(i) EASA AD 2024–0213, dated November 14, 2024.

(ii) [Reserved]

(5) 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.

(6) 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.

(7) 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 25, 2026.

Brian Knaup,

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

[FR Doc. 2026–19960 Filed 9–29–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–11792; Project Identifier MCAI–2026–00135–R]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters Deutschland GmbH (AHD) Helicopters

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 Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and EC635T2+ helicopters. This proposed AD was prompted by a report of a loss of the tail rotor controls due to a broken control rod of the yaw actuator. This proposed AD would require a one-time inspection of the ball pivot, yaw actuator assembly, and associated parts, and a repetitive inspection of the ball pivot. Depending on the inspection results, this proposed AD would require replacement of affected parts, further inspections, and application of new sealing compound. This proposed AD would also prohibit the installation of an affected part unless it is a serviceable part and certain

requirements are met. The FAA is proposing this AD to address the unsafe condition on these products.

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

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

- **Federal eRulemaking Portal:** Go to regulations.gov. Follow the instructions for submitting comments.
- **Fax:** (202) 493–2251.
- **Mail:** U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.
- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA–2026–11792; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this proposed AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

FOR FURTHER INFORMATION CONTACT:

Anthony Kenward, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5152; email: anthony.b.kenward@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under **ADDRESSES**. Include “Docket No. FAA–2026–11792; Project Identifier MCAI–2026–00135–R” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include

supporting data. The FAA will consider all comments received by the closing date and may amend 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, 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 Anthony Kenward, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2026–0024, dated February 5, 2026 (EASA AD 2026–0024) (also referred to as the MCAI), to correct an unsafe condition on certain AHD Model EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 T1, and EC635 T2+ helicopters. The MCAI states an occurrence was reported where the pilot lost the tail rotor controls after hearing a noise from the rear of the helicopter, and investigation revealed a broken control rod of the yaw actuator. The unsafe condition, if not addressed, could result in loss of tail rotor controls and loss of control of the helicopter.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA–2026–11792.