

(e) Unsafe Condition

This AD was prompted by reports of migration of the bushings of the horizontal tail plane (HTP) lateral load fittings (LLFs) on the left- and right-hand sides during flight test. The FAA is issuing this AD to address combined corrosion and fatigue damage of the primary structure, possibly resulting in failure of the HTP LLF and damage to adjacent structure. The unsafe condition, if not addressed, could result in reduced controllability of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2025–0073.

(h) Exceptions to EASA AD 2025–0073

(1) Where EASA AD 2025–0073 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraphs (3) and (6) of EASA AD 2025–0073 refer to discrepancies, this AD defines discrepancies as broken sealant and bush migration.

(3) This AD does not adopt the “Remarks” section of EASA AD 2025–0073.

(i) 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 (j) 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.

(3) *Required for Compliance (RC)*: Except as required by paragraph (i)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining

approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Additional Information

For more information about this AD, contact Andrew Younglove, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3644; email: andrew.e.younglove@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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2025–0073, dated April 3, 2025.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADS@easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

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

Issued on September 23, 2026.

Brian Knaup,

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

[FR Doc. 2026–20119 Filed 9–30–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–4657; Project Identifier MCAI–2024–00383–R; Amendment 39–23481; AD 2026–20–08]

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 all Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, and

AS355N helicopters. This AD was prompted by the determination that the tail rotor drive fan wheels (fan wheels) and the impeller second stage have been incorrectly identified during production. This AD requires verifying the serial number and amendment of the log cards of the affected parts, and depending on the findings, performing a one-time borescope inspection to verify consistency between the log cards and the affected parts. Depending on the results of the inspection, this AD requires replacing or re-identifying certain parts. This AD also prohibits the installation of certain fan wheels and impeller second stages on any helicopter. The FAA is issuing this AD to address the unsafe conditions on these products.

DATES: This AD is effective November 5, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 5, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No.FAA–2026–4657; 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–2026–4657.

FOR FURTHER INFORMATION CONTACT:

Andrew Gronau, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (847) 294–7378; email: andrew.s.gronau@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 all Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters. The NPRM was published in the **Federal Register** on June 18, 2026 (91 FR 36771). The NPRM was prompted by an MCAI issued by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2024–0127, dated July 3, 2024 (EASA AD 2024–0127) (also referred to as the MCAI). The MCAI states that it was determined that the fan wheel part number (P/N) 704A33691014 amdt [amendment] C and the impeller second stage P/N 704A33691015 amdt C have been incorrectly identified in production. Incorrect identification may cause the loss of traceability of the affected parts, which could lead to required inspections not being accomplished. The unsafe condition, if not addressed, could lead to undetected fatigue failure of the affected parts and result in loss of control of the helicopter.

In the NPRM, the FAA proposed to require verifying the serial number and amendment of the log cards of the affected parts, and depending on the findings, performing a one-time borescope inspection to verify

consistency between the log cards and the affected parts, and depending on the inspection results, the FAA proposed to require replacing or re-identifying certain parts. The FAA is issuing this AD to address the unsafe conditions on these products.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–4657.

Discussion of Final Airworthiness Directive

Comments

The FAA received one comment from an anonymous commenter on the NPRM. The commenter’s viewpoint was general in nature without a suggestion specific to the AD and did not make a request the FAA can act on. Therefore, this comment is considered outside the scope of this AD.

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 2024–0127, which specifies procedures for verifying the helicopter’s existing log card to determine whether an affected fan wheel and impeller second stage are installed. Depending on the results, EASA AD 2024–0127 specifies procedures for performing a borescope inspection of the affected parts for further verification and either replacing affected parts or re-identifying the parts and amending their log cards. EASA AD 2024–0127 also prohibits installing an affected fan wheel or impeller second stage on any 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 four helicopters of U.S. registry.

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

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Review log card	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$340

The FAA estimates the following costs to do any replacements that will

be required based on the results of the inspection. The agency has no way of

determining the number of helicopters that might need these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Perform borescope inspection of the fan wheel	1 work-hour × \$85 per hour = \$85	\$0	\$85
Perform borescope inspection of the impeller second stage.	1 work-hour × \$85 per hour = \$85	0	85
Replace fan wheel	2 work-hours × \$85 per hour = \$170	1,534	1,704
Replace impeller second stage	2 work-hours × \$85 per hour = \$170	1,219	1,389
Perform balance of tail rotor drive shaft	2 work-hours × \$85 per hour = \$170	0	170
Re-identify the fan wheel or the impeller second stage	1 work-hour × \$85 per hour = \$85	0	85

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:

2026–20–08 Airbus Helicopters: Amendment 39–23481; Docket No. FAA–2026–4657; Project Identifier MCAI–2024–00383–R.

(a) Effective Date

This airworthiness directive (AD) is effective November 5, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 6500, Tail rotor drive system.

(e) Unsafe Condition

This AD was prompted by the determination that the tail rotor drive fan

wheel and impeller second stage have been incorrectly identified during production. The FAA is issuing this AD to detect and address incorrect identification of the affected parts. The unsafe condition, if not addressed, may cause the loss of traceability of the affected parts, which could lead to undetected fatigue failure of the affected parts and 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 paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2024–0127, dated July 3, 2024 (EASA AD 2024–0127).

(h) Exceptions to EASA AD 2024–0127

(1) Where EASA AD 2024–0127 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2024–0127 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where EASA AD 2024–0127 defines “affected part”, this AD requires replacing that text with “tail rotor drive fan wheel having part number (P/N) 704A33691014 amdt [amendment] C and impeller second stage P/N 704A33691015 amdt [amendment] C, and a serial number (S/N), as identified in the Log Card, listed as ‘S/N affected’ in section 4.5 or 4.6 of the accomplishment procedure of Airbus Helicopters Alert Service Bulletin ASB AS355–65–00–0001, Issue 001 dated May 27, 2024”.

(4) This AD does not adopt the “Remarks” section of EASA AD 2024–0127.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2024–0127 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Andrew Gronau, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (847) 294–7378; email: andrew.s.gronau@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.

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(ii) [Reserved]

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(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 24, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–20098 Filed 9–30–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31685; Amdt. No. 4237]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPS) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable