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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3487; Project Identifier MCAI–2025–01261–R; Amendment 39–23476; AD 2026–20–03]

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 AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC120B, and EC130B4 helicopters. This AD was prompted by a determination that the instructions on how to open the sliding door emergency exit on affected helicopters are insufficient. This AD requires installing additional safety labels or replacing existing safety labels, as applicable. The FAA is issuing this AD to address the unsafe condition 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](https://www.regulations.gov) under Docket No. FAA–2026–3487; 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.

FOR FURTHER INFORMATION CONTACT:

Katherine Le, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5178; email: katherine.le@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 AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC120B, and EC130B4 helicopters. The NPRM was published in the **Federal Register** on April 15, 2026 (91 FR 20079). The NPRM was prompted by EASA AD 2025–0159, dated July 24, 2025 (EASA AD 2025–0159) (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 a determination was made that the instructions on how to open the sliding door emergency exit on affected helicopters are insufficient.

In the NPRM, the FAA proposed to require installing additional safety labels or replacing existing safety labels, as applicable. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–3487.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from one individual commenter. The following presents the comment received on the NPRM and the FAA’s response to the comment.

Request To Establish a Pre-Order Process for Safety-Label Kits

The individual commenter requested that the FAA establish a procedure or policy for operators to pre-order the required safety-label kits before the effective date of the proposed AD. The commenter stated that, because the proposed AD affects many helicopters, allowing operators to pre-order the kits would help avoid supply backlogs and facilitate timely compliance with the AD.

The FAA acknowledges that advance planning and the availability of safety-label kits may help operators comply with this AD more efficiently. However, the FAA disagrees with the request to incorporate a pre-order procedure or policy into this AD. Establishing parts ordering or distribution policies is outside the scope of an AD and the FAA’s regulatory authority. Additionally, the FAA cannot unilaterally mandate these procedures, as the FAA is not the state of design for the safety labels. Such a pre-order procedure could be established with the operators working with the design approval holder. Accordingly, the FAA has not changed this AD as a result of this comment.

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, 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.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0159, which specifies procedures for installing or replacing additional safety labels providing sliding door opening and closing instructions. 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.

Differences Between This AD and the MCAI

The MCAI applies to Airbus Helicopters Model AS 350 BB

helicopters, whereas this AD does not because that model does not have an FAA type certificate.

Costs of Compliance

The FAA estimates that this AD affects 1,213 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
Install new labels or replace existing labels.	1 work-hour × \$85 per hour = \$85	\$105	\$190	\$230,470

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:

2026–20–03 Airbus Helicopters: Amendment 39–23476; Docket No. FAA–2026–3487; Project Identifier MCAI–2025–01261–R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC120B, and EC130B4 helicopters, certificated in any category, as identified in European Union Aviation Safety Agency AD 2025–0159, dated July 24, 2025 (EASA AD 2025–0159).

Note 1 to paragraph (c): Helicopters with AS350B3e designation are Model AS350B3 helicopters.

(d) Subject

Joint Aircraft System Component (JASC) Code 1100, Placards and Markings.

(e) Unsafe Condition

This AD was prompted by a determination that the instructions on how to open the sliding door emergency exit on affected helicopters are insufficient. The FAA is issuing this AD to address insufficient instructions for operating the sliding door emergency exit. This condition, if not addressed, could hinder the opening of the door during an emergency and could result in injury to occupants.

(f) Compliance

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

(g) Required Actions

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 EASA AD 2025–0159.

(h) Exceptions to EASA AD 2025–0159

(1) Where EASA AD 2025–0159 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where the material referenced in EASA AD 2025–0159 specifies to “discard”, this AD requires replacing that text with “remove from service”.

(3) This AD does not adopt the “Remarks” section of EASA AD 2025–0159.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025–0159 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 responsible 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 responsible Flight Standards District Office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Katherine Le, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-5178; email: katherine.le@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 2025-0159, dated July 24, 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 23, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-20103 Filed 9-30-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-2730; Project Identifier AD-2025-01579-T; Amendment 39-23477; AD 2026-20-04]

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 757-300 series airplanes. This AD was prompted by a

crack growth analysis that indicated that existing maintenance planning data (MPD) and supplemental structural inspection program (SSIP) tasks do not provide adequate inspection opportunities to detect cracks in the upper frames around the uppermost fastener common to the fail-safe chord at the fuselage frame splices. This AD requires an inspection or maintenance record check for existing repairs, repetitive inspections of the upper frames around the uppermost fastener common to the fail-safe chord at the fuselage frame splices for any cracks, and applicable on-condition actions. The FAA is issuing this AD to address the unsafe condition 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-2026-2730; 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.

Material Incorporated by Reference:

- For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; website myboeingfleet.com.

- 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. It is also available at regulations.gov under Docket No. FAA-2026-2730.

FOR FURTHER INFORMATION CONTACT:

Wayne Ha, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562-627-5238; email: wayne.ha@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 The Boeing Company Model 757-300 series airplanes. The NPRM

was published in the **Federal Register** on April 2, 2026 (91 FR 16593). The NPRM was prompted by a report that crack growth analysis indicated that existing MPD and SSIP tasks do not provide adequate inspection opportunities to detect cracks in the upper frames around the uppermost fastener common to the fail-safe chord at the fuselage frame splices between stringers S-13 to S-14, from station (STA) 1380 to STA 1620. In the NPRM, the FAA proposed to require an inspection or maintenance record check for existing repairs, repetitive inspections of the upper frames around the uppermost fastener common to the fail-safe chord at the fuselage frame splices for any cracks, and applicable on-condition actions. The FAA is issuing this AD to address cracking in the upper frames around the uppermost fastener common to the fail-safe chord at certain fuselage frame splices, which could lead to multiple upper frame failures. The unsafe condition, if not addressed, could result in the inability of a principal structural element to sustain limit loads and the loss of continued safe flight and landing.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from Boeing who supported the NPRM without change.

The FAA received additional comments from Aviation Partners Boeing (APB) and United Airlines (United). The following presents the comments received on the NPRM and the FAA's response to each comment.

Effect of Winglets on Accomplishment of the Proposed Actions

APB stated that accomplishing Supplemental Type Certificate (STC) ST01518SE does not affect the actions specified in the proposed AD. APB stated that Boeing has delegation from APB to review and approve data in areas affected by STC ST01518SE for the blended winglet configuration. The provisions of paragraph (i)(2) in the proposed AD remain applicable to The Boeing Company Model 757-300 series airplanes modified by STC ST01518SE, with blended winglets or production wingtips installed.

The FAA concurs with the commenter. The FAA has redesignated paragraph (c) of the proposed AD as paragraph (c)(1) of this AD and added paragraph (c)(2) to this AD to state that installation of STC ST01518SE does not affect the ability to accomplish the actions required by this AD. Therefore,