

Leonardo S.p.A.: Docket No. FAA–2026–11807; Project Identifier MCAI–2026–00220–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by November 30, 2026.

(b) Affected ADs

This AD replaces AD 2024–18–01, Amendment 39–22835 (89 FR 80993, October 7, 2024) (AD 2024–18–01).

(c) Applicability

This AD applies to Leonardo S.p.A. Model A119 and AW119 MKII helicopters, certificated in any category, as identified in European Union Aviation Safety Agency AD 2026–0045, dated March 4, 2026 (EASA AD 2026–0045).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by occurrences of abnormal rotations on the collective stick torque tube assemblies due to erroneous manufacturing. The unsafe condition, if not detected and corrected, could lead to reduced control of the helicopter, which could result in a forced landing, damage to the helicopter, and injury to occupants.

(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 EASA AD 2026–0045.

(h) Exceptions to EASA AD 2026–0045

(1) Where EASA AD 2026–0045 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2026–0045 refers to April 14, 2021 [the effective date of EASA AD 2021–0096], or where EASA AD 2026–0045 refers to February 24, 2023 [the effective date of EASA AD 2023–0035], this AD requires using the effective date of November 12, 2024 [the effective date of AD 2024–18–01].

(3) Where EASA AD 2026–0045 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(4) This AD does not adopt the “Remarks” section of EASA AD 2026–0045.

(i) No Reporting or Returning of Parts Requirement

Although the material referenced in EASA AD 2026–0045 specifies submitting certain information or returning parts to the manufacturer, this AD does not include those requirements.

(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 Farhan Alamgir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5393; email: farhan.alamgir@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2026–0045, dated March 4, 2026.

(ii) [Reserved]

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

(4) You may view this material at 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 October 8, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–20930 Filed 10–13–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–11808; Project Identifier AD–2026–00520–R]

RIN 2120–AA64

Airworthiness Directives; Leonardo S.p.a. Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2024–05–06, which applies to all Leonardo S.p.a Model AW169 helicopters. AD 2024–05–06 requires revising the airworthiness limitations section (ALS) of the existing helicopter maintenance manual (MM) or instructions for continued airworthiness (ICA) and the existing approved maintenance or inspection program for the helicopter. Since the FAA issued AD 2024–05–06, it was determined that incorrect material was referenced to revise the ALS. This proposed AD would require revising the ALS of the existing MM or ICA and the existing approved maintenance or inspection program. 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 30, 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–2026–11808; 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, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

• For Leonardo S.p.a. material identified in this proposed AD, contact Emanuele Bufano, Head of Airworthiness, Viale G. Agusta 520, 21017 C. Costa di Samarate (Va) Italy; phone: +39 0331-225074; fax: +39 0331-229046; or at: customerportal.leonardocompany.com/en-US/.

• 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) 222-4130; 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-2026-11808; Project Identifier AD-2026-00520-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 revise 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](https://www.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

The FAA issued AD 2024-05-06, Amendment 39-22697 (89 FR 24682, April 9, 2024) (AD 2024-05-06), for all Leonardo S.p.a. Model AW169 helicopters. AD 2024-05-06 was prompted by a determination that new or more restrictive airworthiness limitations are necessary. AD 2024-05-06 requires revising the ALS of the existing helicopter maintenance manual or ICA and the existing approved maintenance or inspection program, as applicable. The FAA issued AD 2024-05-06 to address fatigue cracking, damage, and corrosion in principal structural elements.

Actions Since AD 2024-05-06 Was Issued

Since the FAA issued AD 2024-05-06, the FAA determined that incorrect material was referenced for revising the ALS in AD 2024-05-06. Furthermore, the material that was referenced in AD 2024-05-06 was not FAA-approved. As

a result, the FAA determined that an appropriate FAA-approved ALS document is needed to address the unsafe condition. This proposed AD would reference the correct document.

FAA’s Determination

The 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 material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Leonardo AW169 # AMPI Chapter 4 Issue 6, Document No. 169F0255A075, Issue A, dated October 17, 2025, which specifies procedures for revising the airworthiness limitations, tasks, and associated thresholds and intervals for various parts, and specifies new or more restrictive airworthiness limitations for certain components installed on the 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.

Proposed AD Requirements in This NPRM

This proposed AD would require revising the ALS of the existing helicopter maintenance manual or ICA and the existing approved maintenance or inspection program, as applicable.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 18 helicopters of U.S. registry.

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

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Revise the ALS	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$1,530

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 that the 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 2024–05–06, Amendment 39–22697 (89 FR 24682, April 9, 2024); and
 - b. Adding the following new airworthiness directive:

Leonardo S.p.a.: Docket No. FAA–2026–11808; Project Identifier AD–2026–00520–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by November 30, 2026.

(b) Affected ADs

This AD replaces AD 2024–05–06, Amendment 39–22697 (89 FR 24682, April 9, 2024).

(c) Applicability

This AD applies to all Leonardo S.p.a. Model AW169 helicopters, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Unsafe Condition

This AD was prompted by the determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address fatigue cracking, damage, and corrosion in principal structural elements. The unsafe condition, if not addressed, could result in failure of a part and loss of control of the helicopter.

(f) Compliance

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

(g) Required Action

Within 30 days after the effective date of this AD, revise the airworthiness limitations section of the existing maintenance manual or instructions for continued airworthiness and the existing approved maintenance or inspection program, as applicable, by incorporating into maintenance records required by 14 CFR 91.417(a)(2) or 135.439(a)(2), the requirements (airworthiness limitations) specified in Leonardo AW169 # AMPI Chapter 4 Issue 6, Document No. 169F0255A075, Issue A, dated October 17, 2025.

(h) Provisions or Alternative Requirements (Airworthiness Limitations)

After the action required by paragraph (g) of this AD has been accomplished, no alternative actions and associated thresholds and intervals, including any life limits, are allowed unless they are approved by the Manager, International Validation Branch, FAA; or European Union Aviation Safety Agency (EASA); or Leonardo S.p.a. EASA Design Organization Approval (DOA) for repair instructions and accomplishing those instructions. If approved by the DOA, the approval must include the DOA-authorized signature.

(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 Anthony Kenward, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–4130; email: anthony.b.kenward@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) Leonardo AW169 # AMPI Chapter 4 Issue 6, Document No. 169F0225A075, Issue A, dated October 17, 2025.

(ii) [Reserved]

(3) For Leonardo S.p.a. material identified in this AD, contact Emanuele Bufano, Head of Airworthiness, Viale G. Agusta 520, 21017 C. Costa di Samarate (Va) Italy; phone: +39 0331–225074; fax: +39 0331–229046; or at: customerportal.leonardocompany.com/en-US/.

(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 October 9, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–21012 Filed 10–13–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0204; Project Identifier AD–2024–00327–T]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: The FAA is withdrawing a notice of proposed rulemaking (NPRM) that proposed to adopt a new airworthiness directive (AD) that would have applied to certain The Boeing Company Model 787–8, 787–9, and