

(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.

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

(i) Pratt & Whitney RTX Corporation (PW) Alert Service Bulletin (ASB) PW4G-112-A72-368, Revision No. 1, dated September 20, 2024.

(ii) [Reserved]

(4) The following material was approved for IBR on June 26, 2026 (91 FR 30191, May 22, 2026).

(i) PW ASB PW4G-112-A72-365, Revision No. 1, dated June 20, 2024.

(ii) PW ASB PW4G-112-A72-366, dated June 20, 2024.

(iii) PW ASB PW4G-112-A72-367, dated June 20, 2024.

(5) For PW material identified in this AD, contact PW, 400 Main Street, East Hartford, CT 06118; phone: (800) 565-0140; email: help24@prattwhitney.com; website: connect.prattwhitney.com.

(6) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 October 14, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026-21298 Filed 10-16-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-11813; Project Identifier MCAI-2025-01835-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) 2025-09-07, which applies to certain Airbus SAS Model A330-243, -243F, -841, and -941 airplanes. AD 2025-09-07 requires revising the existing airplane flight manual (AFM) by

providing instructions to address dual loss of radio management panel (RMP) data synchronization, and the existing minimum equipment list (MEL) by removing relief for an inoperative RMP 3. Since the FAA issued AD 2025-09-07, a modification that addresses the unsafe condition has been developed. This proposed AD would continue to require the actions specified in AD 2025-09-07 and would require modifying the airplane. This proposed AD also reduces the applicability. This proposed AD would also prohibit the installation of affected parts under certain conditions. 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 December 3, 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-2026-11813; 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-2026-11813.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA 98198. For information on the availability of this material at the FAA, call 206-231-3195.

FOR FURTHER INFORMATION CONTACT: Frank Carreras, Aviation Safety

Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3539; email: frank.carreras@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-2026-11813; Project Identifier MCAI-2025-01835-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 Frank Carreras, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3539; email: frank.carreras@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 2025-09-07, Amendment 39-23028 (90 FR 17888, April 30, 2025) (AD 2025-09-07), for

certain Airbus SAS Model A330–243, –243F, –841, and –941 airplanes. AD 2025–09–07 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2025–0043, dated February 19, 2025 (EASA AD 2025–0043), to correct an unsafe condition. EASA later revised EASA AD 2025–0043 and issued EASA AD 2025–0043R1, dated August 7, 2025 (EASA AD 2025–0043R1) to reduce the applicability by removing airplanes that are not affected by the unsafe condition.

AD 2025–09–07 requires revising the existing AFM by providing instructions to address dual loss of RMP data synchronization, and the existing MEL by removing relief for an inoperative RMP 3. The FAA issued AD 2025–09–07 to address loss of radio communication, uncommanded changes of transponder and traffic alert and collision avoidance system (TCAS) settings, and activation of standby navigation mode on all RMPs. This condition, if not corrected, could result in total loss of radio communication if RMP 3 is inoperative prior to dispatch, including loss of transponder functionality and standby navigation. The FAA considered AD 2025–09–07 to be an interim action and stated that, once a modification was developed, approved, and available, the FAA might consider additional rulemaking. The manufacturer has since developed a modification that would terminate the actions required by AD 2025–09–07. The FAA has determined that this modification must be required.

Actions Since AD 2025–09–07 Was Issued

Since the FAA issued AD 2025–09–07, EASA superseded EASA AD 2025–0043, dated February 19, 2025, and issued EASA AD 2025–0286, dated December 17, 2025 (EASA AD 2025–0286) (also referred to as the MCAI), to correct an unsafe condition on certain Airbus SAS Model A330–941 airplanes. The MCAI states that occurrences were reported of loss of data synchronization between the RMPs and the audio management unit, which can result in the loss of control of radio communication, uncommanded changes of transponder and TCAS settings, and the activation of standby navigation mode on all RMPs. This condition, if not corrected, could lead to total loss of control of radio communications, including the loss of communications, transponder functionality, standby navigation, or any combination of these.

To address this condition, Airbus designed and certified modification 211442 (install wiring and software L4.3 standard for digital audio) and published service information that provides instructions for installing that modification on in-service airplanes; EASA AD 2025–0286 retains the AFM and MEL requirements of EASA AD 2025–0043R1 and adds a requirement to modify the airplane.

This proposed AD would reduce the applicability and only apply to certain Model A330–941 airplanes. Airbus SAS Model A330–243, –243F, and –841 airplanes are not affected by the identified unsafe condition. The FAA is proposing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–11813.

Material Incorporated by Reference Under 1 CFR Part 51

EASA AD 2025–0286 specifies procedures for modifying the airplane by installing wiring and software (the digital radio and audio integrating management system (DRAIMS) L4.3 configuration). EASA AD 2025–0286 also specifies revising the AFM and the MEL and, after the modification is accomplished, prohibits installing affected parts.

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 on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would retain all requirements of AD 2025–09–07 and reduce the applicability of AD 2025–09–07. This proposed AD would also require accomplishing the modification specified in EASA AD 2025–0286 described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Accomplishing that modification would terminate the retained AFM and MEL revision requirements. This proposed AD would also prohibit the installation of affected parts under certain conditions. See “Differences Between This Proposed AD and the MCAI” for a discussion of the general differences included in this AD.

Differences Between This Proposed AD and the MCAI

This proposed AD does not adopt paragraphs (1), (2), and (3) of EASA AD 2025–0286 (EASA’s retained AFM and master minimum equipment list requirements). Instead, this proposed AD retains and restates the corresponding AFM and MEL revision requirements of AD 2025–09–07 in paragraphs (g) and (h) of this 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 incorporate EASA AD 2025–0286 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2025–0286 in its entirety 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 2025–0286 does not mean that operators need comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA AD 2025–0286. Material required by EASA AD 2025–0286 is available at *regulations.gov* by searching for and locating Docket No. FAA–2026–11813 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 12 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Retained actions from AD 2025–09–07	2 work-hours × \$85 per hour = \$170	\$0	\$170	\$2,040
New proposed actions	6 work-hours × \$85 per hour = \$510	1,242	1,752	21,024

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) 2025–09–07, Amendment 39–23028 (90 FR 17888, April 30, 2025); and

■ b. Adding the following new AD:

Airbus SAS: Docket No. FAA–2026–11813; Project Identifier MCAI–2025–01835–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by December 3, 2026.

(b) Affected ADs

This AD replaces AD 2025–09–07, Amendment 39–23028 (90 FR 17888, April 30, 2025) (AD 2025–09–07).

(c) Applicability

This AD applies to Airbus SAS Model A330–941 airplanes, certificated in any category, as identified in European Union

Aviation Safety Agency (EASA) AD 2025–0286, dated December 17, 2025 (EASA AD 2025–0286).

(d) Subject

Air Transport Association (ATA) of America Code 23, Communications.

(e) Unsafe Condition

This AD was prompted by reports of loss of data synchronization between the radio management panels (RMPs) and the audio management unit. The FAA is issuing this AD to address such loss of data synchronization, which can result in the loss of control of radio communication, uncommanded changes of transponder and Traffic Alert and Collision Avoidance System (TCAS) settings, and the activation of standby navigation mode on all RMPs. The unsafe condition, if not addressed, could result in the total loss of radio communications if RMP 3 is inoperative prior to dispatch, including the loss of transponder functionality and standby navigation.

(f) Compliance

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

(g) Retained Airplane Flight Manual (AFM) Revision, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2025–09–07, with no changes. Within 7 days after May 15, 2025 (the effective date of AD 2025–09–07), revise the Emergency Procedures section of the existing AFM to include the information in figure 1 to paragraph (g) of this AD. This may be done by inserting a copy of figure 1 to paragraph (g) of this AD into the existing AFM. Using a different document with information identical to that contained in figure 1 to paragraph (g) of this AD is acceptable for compliance with the requirements of this paragraph.

FIGURE 1 TO PARAGRAPH (g)—AFM PROCEDURE

Dual loss of RMP data synchronization
Switch off RMP 1 and RMP 2. Note: When RMP 1 and RMP 2 are switched off: —The aural alerts are not available on loudspeakers. —The communication is only available on RMP 3. Check communication, transponder, TCAS and radio navigation settings.

(h) Retained Minimum Equipment List (MEL) Revision, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2025–09–07, with no

changes. Before further flight after accomplishing the requirements of paragraph (g) of this AD, revise the existing FAA-approved MEL to prohibit airplane dispatch (operation) with an inoperative RMP 3 under

the MEL item equivalent to FAA master minimum equipment list 23–81–01.

(i) Retained Credit for Previous Actions, With No Changes

This paragraph restates the credit specified in paragraph (i) of AD 2025–09–07, with no changes.

(1) This paragraph provides credit for the AFM revision required by paragraph (g) of this AD, if the revision was performed before May 15, 2025 (the effective date of AD 2025–09–07) using Airbus A330/A340 Operations Engineering Bulletin 58, issue 1.0, dated February 7, 2025.

(2) This paragraph provides credit for the AFM revision required by paragraph (g) of this AD, if the revision was performed before May 15, 2025 (the effective date of AD 2025–09–07) using Airbus A330 Airplane Flight Manual Temporary Revision TR819, Issue 1, dated March 6, 2025.

(j) New Requirements

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 2025–0286. Doing the modification required by this paragraph terminates the requirements of paragraphs (g) and (h) of this AD. After the modification has been done, the AFM revision required by paragraph (g) of this AD may be removed from the AFM and the MEL revision required by paragraph (h) of this AD may be removed from the MEL.

(k) Exceptions to EASA AD 2025–0286

(1) Where EASA AD 2025–0286 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt paragraphs (1), (2), and (3) of EASA AD 2025–0286.

(3) This AD does not adopt the “Remarks” section of EASA AD 2025–0286.

(l) 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 (m)(1) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the 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 the European Union Aviation Safety Agency (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 (l)(2) of this AD, if

any material referenced in EASA AD 2025–0286 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.

(m) Additional Information

(1) For more information about this AD, contact Frank Carreras, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3539; email: frank.carreras@faa.gov.

(2) For Airbus material identified in this AD that is not incorporated by reference, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No. 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; website airbus.com.

(n) 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 2025–0286, dated December 17, 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 98198. 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 October 14, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–21334 Filed 10–16–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA–2026–11814; Project Identifier MCAI–2026–00715–R]

RIN 2120–AA64

Airworthiness Directives; Airbus 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 all Airbus Helicopters Model AS350B3, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters. This proposed AD was prompted by a report of the loss of the tightening torque between the upper ball bearing end and a main rotor (MR) servo-control. This proposed AD would require an inspection of the nut tightening torque of the upper ball bearing end of all the MR servo-controls and, depending on the results, corrective actions. The proposed AD would also require reporting the inspection results. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by December 3, 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–2026–11814; 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