(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the ''Compliance'' paragraph of Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737–57A1359, Revision 1, dated June 25, 2026, which is referred to in Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026.

(h) Exceptions to Requirements Bulletin Specifications

Where the Compliance Time columns of the tables in the ''Compliance'' paragraph of Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026, refer to the original issue date or the Revision 1 date of Requirements Bulletin 737–57A1359 RB, this AD requires using the effective date of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Requirements Bulletin 737–57A1359 RB, dated October 3, 2025, except as specified by paragraphs (i)(1) through (3) of this AD:

(1) Where Table 1 and Table 2 in the Compliance and Accomplishment Instructions paragraphs of Boeing Alert Requirements Bulletin 737–57A1359 RB, dated October 3, 2025, specifies ''Do a fluid leak test of the engine fuel shutoff valve access panel for any leak. If any leak is found, do all applicable on-condition corrective action(s) and repeat the leak test until no leak is found'', this AD requires replacing that text with ''Do a fluid leak test of the engine fuel shutoff valve access panel for any leak. If any leak is found, replace the FiP gasket and repeat the leak test until no leak is found''.

(2) Where step 4.b. of Appendix A in Boeing Alert Requirements Bulletin 737–57A1359 RB, dated October 3, 2025, specifies ''If any water leaks from the engine fuel shutoff valve access panel in less than two minutes, the fluid leak test has failed'', this AD requires replacing that text with ''If any water leaks from the engine fuel shutoff valve access panel in less than two minutes, the fluid leak test has failed. Replace the FiP gasket in accordance with Figure 3 and repeat the leak test until no leak is found''.

(3) Where step 4.b. of Appendix B in Boeing Alert Requirements Bulletin 737–57A1359 RB, dated October 3, 2025, specifies ''If any water leaks from the engine fuel shutoff valve access panel in less than two minutes, the fluid leak test has failed'', this AD requires replacing that text with ''If any water leaks from the engine fuel shutoff valve access panel in less than two minutes, the fluid leak test has failed. Replace the FiP gasket in accordance with Figure 4 and repeat the leak test until no leak is found''.

(j) Alternative Methods of Compliance (AMOCs)

(1) 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 (k)(1) of this AD. Information may be emailed 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) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR–520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(k) Additional Information

(1) For more information about this AD, contact Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 907–271–5844; email: *erica.e.bayles@faa.gov*.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (l)(4) of this AD.

(l) 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 December 1, 2026 (91 FR 67448, October 27, 2026).

(i) Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026.

(ii) [Reserved]

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

(5) 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.

(6) 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 November 20, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–23926 Filed 11–23–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7239; Project Identifier MCAI–2025–01804–R; Amendment 39–23524; AD 2026–23–07]

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 H160–B helicopters. This AD was prompted by a determination that a gap without fire-resistant sealant (sealant) may be present in the cargo bay near the fuel segregation box. This AD requires inspecting for any missing sealant and, depending on findings, corrective action. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 29, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 29, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–7239; 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–2026–7239.

FOR FURTHER INFORMATION CONTACT: Waqar Shah, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4120; email: *waqar.h.shah@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 H160–B helicopters. The NPRM was published in the **Federal Register** on August 14, 2026 (91 FR 52551). 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 2025–0279, dated December 10, 2025 (EASA AD 2025–0279) (also referred to as the MCAI). The MCAI states that it has been determined that a gap without sealant may be present in the cargo bay near the fuel segregation box on certain helicopters. This condition, if not detected and corrected, could jeopardize the fire-resistant characteristic of the cargo compartment, which could result in reduced control of the helicopter in case of fire.

In the NPRM, the FAA proposed to require inspecting for any missing sealant and, depending on findings, corrective action. 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* under Docket No. FAA–2026–7239.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

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 2025–0279, which specifies procedures for inspecting the frame four right side upper corner of the cargo bay for any missing sealant, and if there is any missing sealant, applying sealant.

This material is reasonably available because the interested parties have access to it through their normal course of business or by means identified in the **ADDRESSES** section.

Costs of Compliance

The FAA estimates that this AD affects 13 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
Inspect for missing sealant	1 work-hour × $85 per hour = $85	$0	$85	$1,105

The FAA estimates the following costs to do any repairs 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 repairs.

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Apply sealant	1 work-hour × $85 per hour = $85	$78	$163

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:

2026–23–07 Airbus Helicopters: Amendment 39–23524; Docket No. FAA–2026–7239; Project Identifier MCAI–2025–01804–R.

(a) Effective Date

This airworthiness directive (AD) is effective December 29, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model H160–B Helicopters, certificated in any category, that were delivered before October 21, 2025.

(d) Subject

Joint Aircraft System Component (JASC) 2550, Cargo compartments.

(e) Unsafe Condition

This AD was prompted by a determination that a gap without fire-resistant sealant (sealant) may be present in the cargo bay near the fuel segregation box. The FAA is issuing this AD to detect and correct missing sealant. The unsafe condition, if not addressed, could jeopardize the fire-resistant characteristic of the cargo compartment, which could result in reduced control of the helicopter in case of fire.

(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, European Union Aviation Safety Agency AD 2025–0279, dated December 10, 2025 (EASA AD 2025–0279).

(h) Exceptions to EASA AD 2025–0279

(1) Where EASA AD 2025–0279 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025–0279 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0279.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025–0279 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 Waqar Shah, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4120; email: *waqar.h.shah@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 2025–0279, dated December 10, 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 November 16, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–23873 Filed 11–23–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7232; Project Identifier AD–2026–00784–E; Amendment 39–23516; AD 2026–22–14]

RIN 2120–AA64

Airworthiness Directives; CFM International, S.A. Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2018–26–01 for all CFM International, S.A. (CFM) Model CFM56–7B engines. AD 2018–26–01 required initial and repetitive ultrasonic inspections or eddy current inspections of certain fan blades for crack indications and, depending on the results of the inspections, replacement with parts eligible for installation. Since the FAA issued AD 2018–26–01, CFM issued updated service material providing improvements to the ultrasonic inspection procedures and expanding the inspection area. This AD requires initial and repetitive ultrasonic inspections or eddy current inspections of certain fan blades for crack indications and, depending on the results of the inspections, replacement with parts eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 29, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of December 29, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–7232; 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