a federal credit union to obtain a financial statement audit performed in accordance with GAAS by an independent person who is licensed by the State or jurisdiction in which the credit union is principally located (even if such audit is not required by § 715.5), for any fiscal year in which the credit union has experienced serious and persistent recordkeeping deficiencies as defined in paragraph (c) of this section.

* * * * *

[FR Doc. 2026–23997 Filed 11–24–26; 8:45 am]

BILLING CODE 7535–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3474; Project Identifier MCAI–2025–01807–A; Amendment 39–23526; AD 2026–24–02]

RIN 2120–AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2021–11–08, which applied to all Pilatus Aircraft Ltd. (Pilatus) Model PC–6, PC–6–H1, PC–6–H2, PC–6/350, PC–6/350–H1, PC–6/350–H2, PC–6/A, PC–6/A–H1, PC–6/A–H2, PC–6/B–H2, PC–6/B1–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, and PC–6/C1–H2 airplanes. AD 2021–11–08 required revising the airworthiness limitations section (ALS) of the existing aircraft maintenance manual (AMM) or instructions for continued airworthiness (ICA) to incorporate new airworthiness limitations and adding an additional eddy current inspection of the fuselage wing fittings and wing-to-fuselage fittings if the last inspection was performed using an earlier version of the required material. Since the FAA issued AD 2021–11–08, the FAA has determined that new or more restrictive airworthiness limitations are necessary. This AD requires revising the ALS of the existing AMM or ICA for these airplanes. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 30, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 30, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–3474; 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.*
- FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. 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–2026–3474.

FOR FURTHER INFORMATION CONTACT: Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: *doug.rudolph@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2021–11–08, Amendment 39–21570 (86 FR 30155, June 7, 2021) (AD 2021–11–08). AD 2021–11–08 applied to all Pilatus Model PC–6, PC–6–H1, PC–6–H2, PC–6/350, PC–6/350–H1, PC–6/350–H2, PC–6/A, PC–6/A–H1, PC–6/A–H2, PC–6/B–H2, PC–6/B1–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, and PC–6/C1–H2 airplanes. AD 2021–11–08 required revising the ALS of the existing AMM or ICA to incorporate new airworthiness limitations and adding an additional eddy current inspection of the fuselage wing fittings and wing-to-fuselage fittings if the last inspection was performed using an earlier version of the required material. The FAA issued AD 2021–11–08 to address reduced airplane controllability due to possible loss of structural integrity of certain parts.

The NPRM was published in the **Federal Register** on April 6, 2026 (91 FR 17161). The NPRM was prompted by EASA AD 2025–0281, dated December 11, 2025 (EASA AD 2025–0281) (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 that new or more restrictive tasks and limitations have been developed. These include adding life limits for the control column pitch trim relay. The MCAI also states that failure to accomplish these instructions could result in an unsafe condition.

In the NPRM, the FAA proposed to require revising the ALS of the existing AMM or ICA for the airplane and the existing approved maintenance or inspection program, as applicable, by incorporating new or more restrictive actions and associated thresholds and intervals, including any life limits, specified in EASA AD 2025–0281. The FAA is issuing this AD to address failure of certain parts, which could result in loss of control of the airplane.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–3474.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from two commenters. The commenters were Pilatus and an individual commenter. The commenters requested changes to the proposed compliance requirements, applicability, and cost estimates. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Revise Cost Estimate

An individual commenter requested that the FAA revise the Costs of Compliance section of the NPRM to include the labor and parts costs associated with performing the eddy current inspections and replacing the control column pitch trim relay, rather than only including the cost of revising the maintenance or inspection program. The commenter stated that estimating a cost of $85 per airplane does not reflect the actual economic impact on operators. The commenter further stated that eddy current inspections require specialized personnel and equipment and that excluding those costs understates the regulatory burden on small-scale and independent operators.

The FAA disagrees with expanding the Costs of Compliance to account for the actions required by the ALS revision. The FAA does not include the costs associated with accomplishing future repetitive maintenance actions required by an ALS revision. The FAA estimates only the costs associated with

the actions directly required by the AD, the ALS revision in this AD. Although 14 CFR 91.403(c) requires operators to perform the actions specified in the ALS after revising their maintenance or inspection program, those future actions are not requirements of this AD and are therefore not included in the Costs of Compliance. In contrast, AD 2021–11–08 included inspection and corrective action costs because those actions were directly required by that AD in addition to the ALS revision. The FAA did not change this AD as a result of this comment.

Request To Reduce Compliance Time

An individual commenter requested that the FAA revise paragraph (h)(3) of the proposed AD to require immediate physical tracking and inspecting the control column pitch trim relay within 10 flight hours if airplane records indicate that the relay is near or has exceeded its newly established life limit, rather than allowing a general 30-day administrative compliance period. The commenter stated that pitch trim relay failures can trigger an uncommanded trim runaway. The commenter further stated that, because Model PC–6 airplanes are heavily utilized in low-altitude utility, agricultural, and skydiving operations, an uncommanded pitch change offers the flight crew virtually zero altitude margin for recovery and threatens pilot and passenger survival.

The FAA disagrees with changing the proposed compliance time from 30 days to 10 flight hours. This AD requires revising the existing AMM or ICA and the existing approved maintenance or inspection program, as applicable. Once the ALS is revised, the AD has been fully complied with and the life limit or inspection change remains enforceable as a part of the ALS. 14 CFR 91.403(c) specifies that no person may operate an aircraft for which airworthiness limitations have been issued unless those limitations have been complied with. Therefore, there is no need to further expand the requirements of the AD beyond that which was proposed because 14 CFR 91.403(c) already imposes the appropriate required action after the airworthiness limitations are revised. The FAA has determined that the 30-day compliance period provides an acceptable level of safety. Operators are always permitted to accomplish the requirements of an AD at a time earlier than the specified compliance time. Operators wanting additional time to comply with the requirements of an AD may request adjustments to the compliance time under the provisions of paragraph (j) of this AD and 14 CFR 39.19. The FAA will consider requests for an adjustment of the compliance time if data are submitted to substantiate that such an adjustment would provide an acceptable level of safety. The FAA did not change this AD as a result of this comment.

Request To Restrict Accomplishment of ALS Revision to Certified Mechanics

An individual commenter requested that the FAA revise paragraph (g)(2) of the proposed AD to require that the airworthiness limitations be performed and signed off only by an FAA-certified airframe and powerplant mechanic or an authorized repair station, rather than by a private pilot. The commenter stated that tracking life limits for electrical relays and scheduling eddy current inspections of wing-to-fuselage fittings require rigorous maintenance tracking. The commenter further stated that allowing administrative sign-offs by private operators increases the risk of accounting errors, which could result in affected components remaining in service beyond their established life limits or inspection intervals.

The FAA agrees with the commenter's request. The FAA acknowledges that incorporation of the airworthiness limitations into the maintenance records constitutes a maintenance record entry associated with an airworthiness limitation and a private pilot should not be allowed to perform and sign off that action. Accordingly, in this final rule, the FAA is not adopting paragraph (g)(2) of the proposed AD. The FAA has determined that not adopting paragraph (g)(2) is appropriate to ensure that incorporation and accomplishment of the airworthiness limitations are performed and documented in accordance with the applicable maintenance regulations by persons authorized to perform and approve such maintenance.

Request for Additional Requirements for High-Usage Airplanes

An individual commenter requested that the FAA revise paragraph (c) of the proposed AD to include a separate, accelerated inspection tier for Model PC–6 airplanes operated in high-cycle, unpaved short takeoff and landing (STOL) environments. The commenter stated that airplanes used in rugged backcountry or drop-zone operations experience increased structural stress and aerodynamic buffeting. The commenter further stated that this operational profile may accelerate wear, corrosion, and crack propagation in upper wing strut fittings when compared to standard cross-country operations.

The FAA disagrees with the commenter's request. The FAA has determined that the airworthiness limitations developed by Pilatus adequately address the risks associated with various operational profiles. The FAA did not change this AD as a result of this comment.

Request To Supersede AD 2009–18–03 R1 for the Upper Wing Strut Fittings

Pilatus stated that, in the ''Actions Since AD 2021–11–08 Was Issued'' section of the NPRM, EASA had superseded EASA AD 2007–0241R4, dated August 31, 2010 (equivalent action to FAA AD 2009–18–03 R1, Amendment 39–16570 (76 FR 1990; January 12, 2011) (AD 2009–18–03 R1)), and EASA AD 2020–0278, dated December 14, 2020, by issuing EASA AD 2025–0281. Pilatus stated that AD 2009–18–03 R1 requires before next flight inspections and initial and repetitive eddy current and visual inspections of the upper wing strut fittings. Pilatus further stated that the repetitive inspections were later incorporated into the AMM and ALS, with ALS revisions mandated by AD 2011–01–14, Amendment 39–16571 (76 FR 5467, February 1, 2011) (AD 2011–01–14).

Pilatus stated that AD 2009–18–03 R1 has not been superseded and therefore remains in effect with respect to the before next flight and initial inspection requirements. Pilatus further stated that, because the repetitive inspections are now contained in the AMM/ALS and performed in accordance with AD 2011–01–14, the before next flight inspection requirement is no longer necessary when continued compliance with the AMM/ALS is maintained. Pilatus requested that the FAA consider superseding or cancelling AD 2009–18–03 R1 given the later AMM/ALS revisions.

The FAA disagrees with the commenter. The current airworthiness limitations in this new AD cover inspections of the upper wing strut fittings and so do the previous airworthiness limitations covered by AD 2011–01–14. However, AD 2009–18–03 R1 cannot be superseded at this time because the current ALS does not address the initial inspection requirements that apply to airplanes that might have been inactive for extended periods and are subsequently returned to service. The initial inspection requirements for the upper wing strut fittings and spherical bearings of AD 2009–18–03 R1 remain applicable until the ALS is updated to address these requirements. The FAA

did not change 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, 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 2025–0281, which specifies procedures for revising the aircraft maintenance program (AMP) by incorporating airworthiness limitations, tasks, and associated thresholds and intervals, including life limits and maintenance tasks. EASA AD 2025–0281 also specifies accomplishing applicable maintenance tasks and replacing components before exceeding the applicable life limits and performing corrective actions if any discrepancy is found during accomplishment of any task or replacement in paragraph (1) of EASA AD 2025–0281. 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

Where EASA AD 2025–0281 specifies revising the approved aircraft maintenance program within 12 months after the effective date of EASA AD 2025–0281, this AD requires revising the ALS of the existing approved maintenance or inspection program, as applicable, within 30 days after the effective date of this AD.

Costs of Compliance

The FAA estimates that this AD affects 30 airplanes 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
Revise the ALS	1 work-hour × $85 per hour = $85	$0	$85	$2,550

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 has determined that 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:

■ a. Removing Airworthiness Directive 2021–11–08, Amendment 39–21570 (86 FR 30155, June 7, 2021); and

■ b. Adding the following new airworthiness directive:

2026–24–02 Pilatus Aircraft Ltd.: Amendment 39–23526; Docket No. FAA–2026–3474; Project Identifier MCAI–2025–01807–A.

(a) Effective Date

This airworthiness directive (AD) is effective December 30, 2026.

(b) Affected ADs

This AD replaces AD 2021–11–08, Amendment 39–21570 (86 FR 30155, June 7, 2021) (AD 2021–11–08).

(c) Applicability

This AD applies to all Pilatus Aircraft Ltd., Model PC–6, PC–6–H1, PC–6–H2, PC–6/350, PC–6/350–H1, PC–6/350–H2, PC–6/A, PC–6/A–H1, PC–6/A–H2, PC–6/B–H2, PC–6/B1–H2, PC–6/B2–H2, PC–6/B2–H4, PC–6/C–H2, and PC–6/C1–H2 airplanes, certificated in any category.

Note 1 to paragraph (c): These airplanes may also be identified as Fairchild Republic Company airplanes, Fairchild Industries airplanes, Fairchild Heli Porter airplanes, or Fairchild-Hiller Corporation airplanes.

(d) Subject

Joint Aircraft System Component (JASC) Code 2740, Stabilizer Control System.

(e) Unsafe Condition

This AD was prompted by a revision to the airworthiness limitations section (ALS) of the existing aircraft maintenance manual (AMM) introducing new and more restrictive instructions and maintenance tasks. These include adding life limits for the control column pitch trim relay. The FAA is issuing this AD to ensure revision of the ALS of the existing AMM or instructions for continued airworthiness (ICA) for the airplane. The unsafe condition, if not addressed, could result in failure of certain parts, which could result in loss of control of the airplane.

(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 2025–0281, dated December 11, 2025 (EASA AD 2025–0281).

(h) Exceptions to EASA AD 2025–0281

(1) Where EASA AD 2025–0281 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt paragraphs (1), (2), (4), and (5) of EASA AD 2025–0281.

(3) Where paragraph (3) of EASA AD 2025–0281 specifies ''Within 12 months after the effective date of this AD, revise the approved AMP'', this AD requires replacing that text with ''Within 30 days after the effective date of this AD, revise the ALS of the existing AMM or ICA and the existing approved maintenance or inspection program, as applicable''.

(4) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2025–0281 is on or before the applicable limitations and associated thresholds as incorporated by the requirements of paragraph (3) of EASA AD 2025–0281 or within 30 days after the effective date of this AD, whichever occurs later.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0281.

(i) Provisions for Alternative Actions and Intervals

After the action required by paragraph (g) of this AD has been done, no alternative actions and associated thresholds and intervals, including any life limits, are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2025–0281.

(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 responsible Flight Standards Office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: *doug.rudolph@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 2025–0281, dated December 11, 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 this EASA AD on the EASA website at *ad.easa.europa.eu.*

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. 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 18, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–23963 Filed 11–24–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–2721; Project Identifier MCAI–2025–00617–T; Amendment 39–23527; AD 2026–24–03]

RIN 2120–AA64

Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. This AD was prompted by a report of multiple in-service failures of pressure regulating shutoff valves (PRSOVs). This AD requires revising the existing airplane flight manual (AFM) to incorporate procedures for reducing the thrust lever or shutting down the engine when the BLEED LEAK caution message is persistent, prohibits operation in known or forecasted icing conditions under certain minimum equipment list (MEL) provisions where the only operative PRSOV is an affected part, and requires replacement of affected PRSOVs with improved PRSOVs. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 30, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 30, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–2721; 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 Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email *TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca.* You may find this material on the Transport Canada website at *tc.canada.ca/en/aviation.*
- 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–2026–2721.

FOR FURTHER INFORMATION 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.*

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 Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. The NPRM was published in the **Federal Register** on March 24, 2026 (91 FR 13982). The