Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specifies ''Maximum hole diameter 0.80 inch'', this AD requires replacing that text with ''Maximum hole diameter 0.80 inch. Do an open-hole HFEC inspection of the hole in the stringer in accordance with 757 NDT Manual Part 6, 51–00–04, 51–00–11, or 51–00–16''.

(12) Where flag note (e) of Figure 6 and Figure 11 of the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specifies ''The retainer washer must have 0.15–0.20 inch overlap with the freeze plug'', this AD requires replacing that text with ''The retainer washer must have a 0.15–0.20-inch radius greater than the freeze plug''.

(13) Where Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specifies contacting Aviation Partners Boeing for repair instructions: This AD requires repair using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) No Reporting Requirement

Although Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024, specifies to report existing repairs, this AD does not require any report.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, West Certification 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 certification office, send it to the attention of the person identified in paragraph (k) 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) Except as specified by paragraph (g) of this AD: For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (j)(2)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled ''RC Exempt,'' then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Additional Information

For more information about this AD, contact Sarah Illg, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: 206–231–3517; email: *Sarah.A.Illg@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) Aviation Partners Boeing Service Bulletin AP757–57–012, Revision 1, dated October 17, 2024.

(ii) [Reserved]

(3) For Aviation Partners Boeing material identified in this AD, contact Aviation Partners Boeing, 2811 South 102nd St., Suite 200, Seattle, WA 98168; phone 206–830–7699; email *leng@aviationpartners.com;* website *aviationpartnersboeing.com.*

(4) 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.

(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 January 12, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–00838 Filed 1–15–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–0011; Project Identifier MCAI–2025–01758–R; Amendment 39–23236; AD 2026–01–08]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2025–23–52, which applied to all Airbus Helicopters Model EC130B4 and EC130T2 helicopters. AD 2025–23–52, required replacing the center shaft assembly with a serviceable center shaft assembly (either a shaft with another part number (P/N) or the same P/N with lower hours time-in-service (TIS)) and prohibited installing a center shaft assembly that is not a serviceable center shaft assembly on any helicopter. Since the FAA issued AD 2025–23–52, it was determined that for certain center shaft assemblies a repetitive inspection is adequate instead of replacement. This AD requires repetitively inspecting the center shaft assembly for cracks and replacing the center shaft assembly if it fails the inspection or exceeds a certain TIS. This AD also prohibits installing a center shaft assembly that is not a serviceable center shaft assembly on any helicopter. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective February 2, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of February 2, 2026.

The FAA must receive comments on this AD by March 2, 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–2026–0011; 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 street address for Docket Operations is listed above.

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 this material on the EASA website at *ad.easa.europa.eu.*
- You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N–321, 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–2026–0011.

FOR FURTHER INFORMATION CONTACT: George Weir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–4045; email: *george.a.weir@faa.gov*.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under **ADDRESSES**. Include ''Docket No. FAA–2026–0011; Project Identifier MCAI–2025–01758–R'' at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, 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 final rule 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 final rule.

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 AD 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 AD, 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 AD. Submissions containing CBI should be sent to Jacob Fitch, 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 2025–23–52, Amendment 39–23195 (90 FR 52555, November 21, 2025) (AD 2025–23–52), for Airbus Helicopters Model EC130B4 and EC130T2 helicopters. AD 2025–23–52 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued Emergency AD 2025–0249–E, dated November 7, 2025, (EASA Emergency AD 2025–0249–E) to correct an unsafe condition identified as cracking on the center shaft assembly. EASA Emergency AD 2025–249–E states that fatigue testing revealed the service life limit of the center shaft assembly needs to be corrected because a crack could initiate on the center shaft assembly, P/N 350A34021401 (Manufacturer P/N 350A34–0214–01), in the riveted area and propagate until failure. AD 2025–23–52 required replacing the center shaft assembly with a serviceable center shaft assembly (either a shaft with another P/N or the same P/N with lower hours TIS) and also prohibited installing a center shaft assembly that is not a serviceable center shaft assembly on any helicopter. The FAA issued AD 2025–23–52 to address cracking on a center shaft assembly. The unsafe condition, if not addressed, could result in structural failure of the tail rotor drive shaft with consequent loss of control of a helicopter.

Actions Since AD 2025–23–52 Was Issued

Since the FAA issued AD 2025–23–52, EASA superseded Emergency AD 2025–0249–E and issued EASA Emergency AD 2025–0262–E, dated November 25, 2025 (EASA Emergency AD 2025–0262–E) (also referred to as the MCAI). The MCAI retains the new service life limit from EASA Emergency AD 2025–249–E and additionally provides repetitive inspections to supersede the replacement instructions for certain center shaft assemblies.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–0011.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA Emergency AD 2025–0262–E, which specifies procedures for repetitively inspecting the center shaft assembly and replacing the center shaft assembly if it fails the inspection or exceeds a certain TIS with a serviceable center shaft assembly (either a shaft with another P/N or the same P/N with lower hours TIS). EASA Emergency AD 2025–0262–E also prohibits installing a center shaft assembly that is not a serviceable center shaft assembly on any 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.

FAA's Determination

These products have been approved by the civil aviation authority (CAA) 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 AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

AD Requirements

This AD retains certain requirements of AD 2025–23–52. This AD also requires accomplishing the actions specified in EASA Emergency AD 2025–0262–E, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text 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, EASA Emergency AD 2025–0262–E is incorporated by reference in this AD. This AD requires compliance with EASA Emergency AD 2025–0262–E in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this AD. Using common terms that are the same as the heading of a particular section in EASA Emergency AD 2025–0262–E 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 Emergency AD 2025–0262–E. Material required by EASA Emergency AD 2025–0262–E for compliance will be available at *regulations.gov* under Docket No. FAA–2026–0011 after this AD is published.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for ''good cause,'' finds that those procedures are ''impracticable, unnecessary, or contrary to the public interest.'' Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because cracks in the center shaft assembly could already exist and if not immediately addressed could lead to structural failure of the tail rotor drive shaft with consequent loss of control of a helicopter. Additionally, the initial inspection for certain parts is within 10 hours TIS from the effective date of this AD, which is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Interim Action

The FAA considers that this AD is an interim action. If final action is later identified, the FAA might consider additional rulemaking.

Costs of Compliance

The FAA estimates that this AD affects 304 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
Inspection of the center shaft assembly	2 work-hours × $85 per hour = $170	$0	$170	$51,680
Replace the center shaft assembly	12 work-hours × $85 per hour = $1,020	26,890	27,910	8,484,640

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, and

(2) Will not affect intrastate aviation in Alaska.

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 2025–23–52, Amendment 39–23195 (90 FR 52555, November 21, 2025); and

■ b. Adding the following new airworthiness directive:

2026–01–08 Airbus Helicopters: Amendment 39–23236; Docket No. FAA–2026–0011; Project Identifier MCAI–2025–01758–R.

(a) Effective Date

This airworthiness directive (AD) is effective February 2, 2026.

(b) Affected ADs

This AD replaces AD 2025–23–52, Amendment 39–23195 (90 FR 52555, November 21, 2025) (AD 2025–23–52).

(c) Applicability

This AD applies to all Airbus Helicopters Model EC130B4 and EC130T2 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6510, Tail Rotor Drive.

(e) Unsafe Condition

This AD was prompted by a determination that the service life limit of the center shaft assembly needs to be corrected because a crack could initiate on the center shaft assembly. The FAA is issuing this AD to address cracking on a center shaft assembly. The unsafe condition, if not addressed, could result in structural failure of the tail rotor drive shaft with consequent loss of control of a helicopter.

(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 (EASA) Emergency

AD 2025–0262–E, dated November 25, 2025 (EASA Emergency AD 2025–0262–E).

(h) Exceptions to EASA Emergency AD 2025–0262–E

(1) Where EASA Emergency AD 2025–0262–E refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA Emergency AD 2025–0262–E refers to November 11, 2025 (the effective date of EASA Emergency AD 2025–0249–E), this AD requires using December 8, 2025 (the effective date of AD 2025–23–52).

(3) Where EASA Emergency AD 2025–0262–E requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(4) Where the material referenced in EASA Emergency AD 2025–0262–E specifies to make photos, this AD does not require that action.

(5) This AD does not adopt the ''Remarks'' section of EASA Emergency AD 2025–0262–E.

(i) No Reporting and Return of Parts Requirements

Although the material referenced in EASA Emergency AD 2025–0262–E specifies to submit certain information to the manufacturer and to return the parts to the manufacturer, this AD does not require those actions.

(j) Special Flight Permits

Special flight permits are prohibited.

(k) 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 (l) 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.

(l) Additional Information

For more information about this AD, contact George Weir Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–4045; email: *george.a.weir@faa.gov.*

(m) 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) Emergency AD 2025–0262–E, dated November 25, 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, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N–321, 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 January 12, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–00818 Filed 1–15–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–0751; Project Identifier MCAI–2024–00305–T; Amendment 39–23235; AD 2026–01–07]

RIN 2120–AA64

Airworthiness Directives; Bombardier, Inc., Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Bombardier, Inc., Model BD–100–1A10 airplanes. This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. This AD requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective February 20, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of February 20, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–0751; 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 Bombardier material identified in this AD, contact Bombardier Business Aircraft Customer Response Center, 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–2999; email *ac.yul@aero.bombardier.com;* website *my.bombardier.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–2025–0751.

FOR FURTHER INFORMATION CONTACT: John Massey, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7300; email: *9-avs-nyaco-cos@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 Bombardier, Inc., Model BD–100–1A10 airplanes. The NPRM was published in the **Federal Register** on May 7, 2025 (90 FR 19264). The NPRM was prompted by AD CF–2024–17, dated May 23, 2024 (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states that new or more restrictive airworthiness limitations have been developed.

In the NPRM, the FAA proposed to revise the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. The FAA is issuing this AD to address potential structural, control system, and navigational system failures. The unsafe condition, if not addressed, 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–2025–0751.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from an anonymous commenter and