

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:

2026–04–03 Leonardo S.p.A.: Amendment 39–23262; Docket No. FAA–2025–5035; Project Identifier MCAI–2025–00707–R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Leonardo S.p.A. Model AB139 and AW139 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2497, Electrical Power System Wiring.

(e) Unsafe Condition

This AD was prompted by a report of interference found in the overhead panel area between the electrical cables and adjacent connectors. The FAA is issuing this AD to detect and address chafing of the electrical cables. The unsafe condition, if not addressed, could result in chafing of the electrical cables which could lead to a fire in the overhead panel with consequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2025–0094, dated April 24, 2025 (EASA AD 2025–0094).

(h) Exceptions to EASA AD 2025–0094

(1) Where EASA AD 2025–0094 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025–0094 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where paragraph (3) of EASA AD 2025–0094 specifies “If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as identified in the ASB (Alert Service Bulletin), before next

flight, accomplish the applicable corrective action(s) in accordance with the instructions of Part I”, this AD requires replacing that text with “If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as identified in Part I of the ASB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of Part I of the ASB”.

(4) Where paragraph (4) of EASA AD 2025–0094 specifies “If, during any inspection as required by paragraph (2) of this AD, any discrepancy is detected, as identified in the ASB”, this AD requires replacing that text with “If, during any inspection as required by paragraph (2) of this AD, any discrepancy is detected, as identified in Part II of the ASB”.

(5) Where the material referenced in EASA AD 2025–0094 specifies to contact “LHD Product Support Engineering” for repair instructions, this AD requires using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Leonardo S.p.A. Helicopters’ EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(6) Where the material referenced in EASA AD 2025–0094 specifies “if necessary, use a mirror and a source of light to completely inspect the area”, this AD requires replacing that text with “Use a mirror and light source to inspect the area”.

(7) This AD does not adopt the “Remarks” section of EASA AD 2025–0094.

(i) No Reporting Requirement

Although EASA AD 2025–0094 specifies reporting certain information to the manufacturer, this AD does not include that requirement.

(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 Michael Yeshiambel, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4190; email: michael.m.yeshiambel@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 2025–0094, dated April 24, 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 February 24, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–03872 Filed 2–25–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–2049; Airspace Docket No. 25–ANM–150]

RIN 2120–AA66

Establishment of Helena Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) as a Domestic Low Altitude Reporting Point in the State of Montana

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes the Helena (HLN), MT, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) as a Domestic Low Altitude Reporting Point in the state of Montana.

DATES: Effective date 0901 UTC, May 14, 2026. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed

online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from www.federalregister.gov.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Steven Roff, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it modifies the Air Traffic Services (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

History

The FAA published an NPRM for Docket No. FAA-2025-2049 in the **Federal Register** (90 FR 35992; July 31, 2025), proposing to establish the Helena (HLN), MT, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) as a Domestic Low Altitude Reporting Point in the state of Montana. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Incorporation by Reference

Domestic Low Altitude Reporting Points are published in paragraph 7001 of FAA Order JO 7400.11, Airspace Designations and Reporting Points,

which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

This action amends 14 CFR part 71 by establishing Helena VORTAC as a Domestic Low Altitude Reporting Point in the state of Montana. The reporting point will be located at "lat. 46°36'24.557 " N, long. 111°57'12.511" W."

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action of establishing the Helena (HLN) MT, VORTAC as a Domestic Low Altitude Reporting point qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321, *et seq.*) and in accordance with FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, paragraph B-2.5(a) which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points); and paragraph B-2.5(k), which categorically excludes from further environmental impact review the publication of existing air

traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

Paragraph 7001 Domestic Low Altitude Reporting Points.

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Helena, MT				
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Issued in Washington, DC, on February 24, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026-03875 Filed 2-25-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF LABOR

Mine Safety and Health Administration

30 CFR Parts 7, 18, 44, 46, 48, 49, 56, 57, 60, 70, 71, 72, 74, 75, and 90

[Docket No. MSHA-2025-0001]

RIN 1219-AC03

Update to MSHA's Address; Technical Amendment

AGENCY: Mine Safety and Health Administration (MSHA), Department of Labor.