

(including operation of the hoist operator control), with AFCS failure modes, AFCS degraded modes, and engine failures.

(2) Performance information:

(i) OEI performance and height-loss.

(ii) Hover OGE performance information, utilizing OEI continuous and time-limited power ratings.

(iii) The maximum wind envelope demonstrated in the flight test.

(iv) Information and advisory information concerning operations in a heavy salt spray environment, including any airframe or power effects as a result of salt encrustation.

(g) *Flight Demonstration.*

(1) Before approval of the SAR system, an acceptable flight demonstration of all the coupled SAR modes is required.

(2) The AFCS must provide fail-safe operations during coupled maneuvers. The demonstration of fail-safe operations must include a pilot workload assessment associated with manually flying the aircraft to an altitude greater than 200 feet above the surface and an airspeed of at least the best rate of climb airspeed (Vy).

(3) For any failure condition of the SAR system not shown to be extremely improbable, the pilot must be able to make a smooth transition from one flight mode to another without exceptional piloting skill, alertness, or strength.

(4) Failure conditions that are not shown to be extremely improbable must be demonstrated by analysis, ground testing, or flight testing. For failures demonstrated in flight, the following normal pilot recovery times are acceptable:

(i) Transition modes (Cruise-to-Hover/ Hover-to-Cruise) and hover modes: Normal pilot recognition plus 1 second.

(ii) *Cruise modes:* Normal pilot recognition plus 3 seconds.

(5) All AFCS malfunctions must include evaluation of the low-speed and high-power flight conditions typical of SAR operations. Additionally, AFCS hard-over, slow-over, and oscillatory malfunctions, particularly in yaw, require evaluation. AFCS malfunction testing must include a single or a combination of failures (such as erroneous data from and loss of the radio altimeter, attitude, heading, and altitude sensors) that are not shown to be extremely improbable.

(6) The flight demonstration must include the following environmental conditions:

(i) Swell into wind.

(ii) Swell and wind from different directions.

(iii) Cross swell.

(iv) Swell of different lengths (short and long swell).

(7) The flight demonstration must also evaluate OEI procedures from hover while hoisting an external load.

Issued in Fort Worth, Texas, on March 6, 2026.

Jorge R. Castillo,

Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.

[FR Doc. 2026-05207 Filed 3-16-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-5386; Project Identifier MCAI-2025-01227-A; Amendment 39-23272; AD 2026-04-12]

RIN 2120-AA64

Airworthiness Directives; Extra Aerobatic Aircraft GmbH Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Extra Aerobatic Aircraft GmbH (Extra) Model EXTRA NG airplanes. This AD was prompted by reports of the canopy opening or detaching in flight because of a partially or improperly locked canopy. This AD requires replacing the canopy placards and revising the Limitations Section of the Pilot Operating Handbook/Airplane Flight Manual (POH/AFM). The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 21, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 21, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-5386; 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 EXTRA Aerobatic Aircraft GmbH material identified in this AD, contact Extra, Schwarze Heide 21, 46569 Hünxe, Germany; phone: +49 2858 9137 0; email: engineering@ExtraAircraft.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-5386.

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 by adding an AD that would apply to all Extra Model EXTRA NG airplanes. The NPRM was published in the **Federal Register** on December 10, 2025 (90 FR 57168). The NPRM was prompted by European Union Aviation Safety Agency (EASA) AD 2025-0156, dated July 21, 2025 (EASA AD 2025-0156) (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 there are reports of canopies opening or detaching during flight. Further investigation revealed that, in most cases, the root cause was a partially or improperly locked canopy. This condition, if not detected and corrected, could result in canopy separation, possibly leading to damage to the airplane structure, loss of control of the airplane, or injuries to people on the ground.

In the NPRM, the FAA proposed to require replacing the canopy placards and revising the Limitations Section of the POH/AFM. 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](https://www.regulations.gov) under Docket No. FAA-2025-5386.

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. This AD is adopted as proposed in the NPRM.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EXTRA Aerobatic Aircraft GmbH Service Bulletin No. SB-NG-1-24, Issue A, dated December 19, 2024. This material specifies procedures for revising the Limitations Section of the POH/AFM to include the newly mandated placard. Compliance shall be

accomplished by incorporating Revision 16 or later approved revisions of the POH/AFM. 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.

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
Replace canopy placards	1 work-hour × \$85 per hour = \$85	\$10	\$95	\$2,850
Revise POH/AFM	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

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:

2026-04-12 Extra Aerobatic Aircraft GmbH: Amendment 39-23272; Docket No. FAA-2025-5386; Project Identifier MCAI-2025-01227-A.

(a) Effective Date

This airworthiness directive (AD) is effective April 21, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Extra Aerobatic Aircraft GmbH Model EXTRA NG airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 1100, Placards and Markings.

(e) Unsafe Condition

This AD was prompted by reports of the canopy opening or detaching in flight because of a partially or improperly locked canopy. The FAA is issuing this AD to detect and address placards/design that did not provide adequate positive canopy locking or confirmation. The unsafe condition, if not addressed, could result in canopy separation, possibly leading to damage to the airplane structure, loss of control of the airplane, or injuries to people on the ground.

(f) Compliance

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

(g) Required Actions

(1) For airplanes without canopy placard part number (P/N) EX-01106.01-Canopy installed, within 3 months or 25 hours time-in-service, whichever occurs first after the effective date of this AD, replace the affected canopy placards at the front and rear canopy handles in accordance with the INSTRUCTIONS, steps 1 and 2, in EXTRA Aerobatic Aircraft GmbH Service Bulletin No. SB-NG-1-24, Issue A, dated December 19, 2024 (EXTRA SB-NG-1-24).

(2) Before next flight, after the replacement of the affected canopy placards required by paragraph (g)(1) of this AD, revise the Limitations Section of the existing pilot’s operating handbook/airplane flight manual (POH/AFM) to include canopy placard P/N EX-01106.01-Canopy in accordance with the INSTRUCTIONS, step 3, in EXTRA SB-NG-1-24. The owner/operator (pilot) holding at least a private pilot certificate may revise the existing POH/AFM for the airplane and must enter compliance with the applicable paragraph of this AD into the airplane maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v).

(3) Amending the existing POH/AFM by incorporating a later POH/AFM revision that includes information identical to that required by paragraph (g)(2) is an acceptable

method to comply with the requirements of paragraph (g)(2) of this AD.

(h) Installation Prohibition

As of the effective date of this AD, do not replace any canopy placard with a placard that is not P/N EX-01106.01-Canopy.

(i) Alternative Methods of Compliance (AMOCs)

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 (j) 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 local flight standards district office/certificate holding district office.

(j) 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.

(k) 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 the AD specifies otherwise.

(i) EXTRA Aerobatic Aircraft GmbH Service Bulletin No. SB-NG-1-24, Issue A, dated December 19, 2024.

(ii) [Reserved]

(3) For EXTRA Aerobatic Aircraft GmbH material identified in this AD, contact Extra Aerobatic Aircraft GmbH, Schwarze Heide 21, 46569 Hünxe, Germany; phone: +49 2858 9137 0; email: engineering@ExtraAircraft.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. 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 19, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-05169 Filed 3-16-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-0628; Airspace Docket No. 26-ASW-1]

RIN 2120-AA66

Revocation of Class E Airspace; Zuni, NM

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes Class E airspace at Zuni, NM. This action supports the closure of Black Rock Airport at Zuni Pueblo, NM.

DATES: Effective 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, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Raul Garza Jr., Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5874.

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 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 revokes Class E airspace extending upward from 700 feet above the surface at Black Rock Airport, Zuni, NM, because the airport closed.

History

The FAA published an NPRM for Docket No. FAA-2026-0628 in the **Federal Register** (91 FR 2885; January 23, 2026) proposing to revoke Class E airspace at Zuni, NM. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received supporting this rulemaking effort.

Incorporation by Reference

Class E airspace designations are published in paragraph 6005 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. Adjustments are therefore included in this action.

The Rule

This action modifies 14 CFR part 71 by revoking Class E airspace extending upward from 700 feet above the surface at Black Rock Airport, Zuni, NM. This action is being taken because, as the result of the airport closure, Class E airspace is no longer required. This final rule coincides with the final rule establishing Class E airspace at Andrew Othole Memorial Airport in Zuni Pueblo, NM.

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)