

(h) Exceptions to Transport Canada AD CF-2025-11

(1) Where Transport Canada AD CF-2025-11 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF-2025-11 specifies “if the tie rod is found to have inadequate thread engagement, adjust the tie rod engagement”, this AD requires replacing that text with “if the tie rod is found to have inadequate thread engagement, adjust the tie rod engagement before further flight after the inspection”.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: 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 Operational Safety 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 responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR-520, Continued Operational Safety Branch, FAA; or Transport Canada; or Airbus Canada Limited Partnership’s Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(3) *Required for Compliance (RC)*: Except as required by paragraph (i)(2) of this AD, if any material contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified 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 procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Additional Information

For more information about this AD, contact Camille Seay, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 817-222-5149; email: camille.l.seay@faa.gov.

(k) 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 this AD specifies otherwise.

(i) Transport Canada AD CF-2025-11, dated March 3, 2025.

(ii) [Reserved]

(3) 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.

(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 March 25, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026-06628 Filed 4-3-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2026-0019; Project Identifier MCAI-2025-00293-A; Amendment 39-23294; AD 2026-06-05]

RIN 2120-AA64

Airworthiness Directives; Baykar Piaggio Aerospace S.p.A. (Type Certificate Previously Held by Piaggio Aviation S.p.A.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Baykar Piaggio Aerospace S.p.A. (type certificate previously held by Piaggio Aviation S.p.A.) (Piaggio) Model P-180 airplanes. This AD was prompted by reports of corrosion and cracks affecting the vertical stabilizer. This AD requires repetitive visual and non-destructive testing (NDT) inspections, a one-time NDT inspection of the vertical stabilizer assembly, and, depending on findings, accomplishment of corrective actions. In addition, this AD provides a terminating action for the repetitive inspections if certain actions of the service material

are accomplished. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 11, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 11, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-0019; 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 Piaggio Aerospace material identified in this AD, contact Piaggio, P180 Customer Support, via Pionieri e Aviatori d’Italia, snc—16154 Genoa, Italy; phone: +39 331 679 74 93; email: technicalsupport@piaggioaerospace.it.

- 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 under Docket No. FAA-2026-0019.

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 certain Piaggio Model P-180 airplanes. The NPRM was published in the **Federal Register** on January 21, 2026 (91 FR 2507). The NPRM was prompted by European Union Aviation Safety Agency (EASA) AD 2025-0054, dated March 6, 2025 (EASA AD 2025-0054) (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 corrosion and cracks affecting the vertical stabilizer were reported on Model P-180 airplanes. This condition, if not addressed, could result in reduced structural integrity of the vertical

stabilizer and the rudder with consequent reduced control of the airplane.

In the NPRM, the FAA proposed to require repetitive visual and NDT inspections, a one-time NDT inspection of the vertical stabilizer assembly, and, depending on findings, accomplishment of corrective actions. The FAA also proposed to provide a terminating action for the repetitive inspections. 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-2026-0019.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from one commenter. The commenter was the Air Line Pilots Association, International, who supported the NPRM without change.

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 Piaggio Aerospace Service Bulletin (SB) 80-0493, Revision 0, dated November 21, 2024 (Piaggio Aerospace SB 80-0493, Rev. 0). This material specifies procedures for repetitive visual and NDT (including high-frequency eddy current (HFEC) and film radiographic (FR/D2) testing) inspections, a one-time NDT inspection, and post-repair instructions for the parts and structural elements of the vertical stabilizer assembly for evidence of damage of the protective finish, corrosion, and cracking, and applicable corrective actions. Corrective actions include, depending on inspection findings, repairing or replacing affected parts or contacting Piaggio to obtain an approved Repair Design Approval Sheet (RDAS), which is terminating action for certain repetitive inspections.

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 Referenced Material

Step (49) of Piaggio Aerospace SB 80-0493, Rev. 0, provides instructions to contact Piaggio to obtain an approved RDAS and accomplish that repair accordingly, including post-repair follow-on action(s), as applicable. This AD instead requires contacting either the Manager, International Validation Branch, FAA; EASA; or Piaggio's EASA Design Organization Approval (DOA) for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly, including post-repair follow-on action(s), as applicable. If approved by the DOA, the approval must include the DOA-authorized signature.

Although Piaggio Aerospace SB 80-0493, Rev. 0, states that certain subsequent inspections are in accordance with the aircraft maintenance manual inspection program chapter 05-20-00, this AD does not require those actions.

Although steps (17), (20), (24), (28), (33), (38), (41), (44), (47), (48), and Note 21 of Piaggio Aerospace SB 80-0493, Rev. 0, require reporting inspection results to Piaggio, this AD does not require those actions.

Costs of Compliance

The FAA estimates that this AD affects 107 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
One-time NDT inspection of the vertical stabilizer assembly.	Up to 27 work-hours × \$85 per hour = \$2,295.	\$0	Up to \$2,295	Up to \$245,565.
Repetitive visual and NDT inspections of the vertical stabilizer assembly.	Up to 40 work-hours × \$85 per hour = \$3,400 (per inspection).	\$0 (per inspection) ..	Up to \$3,400 (per inspection).	Up to \$363,800 (per inspection).

The FAA estimates the following costs to do any repairs that would be

required based on the results of the inspections. The agency has no way of

determining the number of airplanes that might need these repairs:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Repair of parts and structural elements of the vertical stabilizer assembly.	Up to 280 work-hours × \$85 per hour = \$23,800.	Up to \$1,000	Up to \$24,800.
Replace parts and structural elements of the vertical stabilizer assembly.	Up to 160 work-hours × \$85 per hour = \$13,600.	Up to \$10,000	Up to \$23,600.

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:

2026–06–05 Baykar Piaggio Aerospace S.p.A. (type certificate previously held by Piaggio Aviation S.p.A.): Amendment 39–23294; Docket No. FAA–2026–0019; Project Identifier MCAI–2025–00293–A.

(a) Effective Date

This airworthiness directive (AD) is effective May 11, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Baykar Piaggio Aerospace S.p.A. (type certificate previously held by Piaggio Aviation S.p.A.) Model P–180 airplanes, manufacturer serial numbers 1002, 1004 through 3016, and 3018, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5530, Vertical Stabilizer Structure.

(e) Unsafe Condition

This AD was prompted by reports of corrosion and cracks affecting the vertical stabilizer. The FAA is issuing this AD to address this unsafe condition. The unsafe condition, if not addressed, could result in reduced structural integrity of the vertical stabilizer and the rudder with consequent reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within the applicable compliance time specified in table 1 to paragraph (g)(1) of this AD and thereafter at intervals not to exceed 660 hours time-in-service (TIS) or 26 months, whichever occurs first, do the applicable repetitive visual and non-destructive testing (NDT) inspections of the parts of the vertical stabilizer assembly for evidence of damage to the protective finish, corrosion, and cracking, in accordance with section 2.B, PART A, items (i) through (vii) as applicable, of Piaggio Aerospace Service Bulletin (SB) 80–0493, Revision 0, dated November 21, 2024 (Piaggio Aerospace SB 80–0493, Rev. 0). Where Piaggio Aerospace SB 80–0493, Rev. 0, states that subsequent inspections shall be performed in accordance with the aircraft maintenance manual inspection program chapter 05–20–00, this AD does not require those actions.

TABLE 1 TO PARAGRAPH (g)(1)—COMPLIANCE TIMES

P–180 Serial No.	Compliance time (hours TIS or calendar time, whichever occurs first after the effective date of this AD)
1002, 1004 through 3016	Within 220 hours TIS or 13 months.
3018	Within 660 hours TIS or 26 months.

(2) Within the applicable compliance time specified in table 1 to paragraph (g)(1) of this AD, do the applicable one-time NDT inspections of the parts of the vertical stabilizer assembly for evidence of damage to the protective finish, corrosion and cracking, in accordance with section 2.B, PART A, items (viii) and (ix), as applicable, of Piaggio Aerospace SB 80–0493, Rev. 0.

(3) If, during any inspection required by paragraph (g)(1) or (2) of this AD any corrosion or cracking is found, before further flight, accomplish the applicable corrective action(s), including post-repair inspections, in accordance with the instructions of section 2.B, PART B, of Piaggio Aerospace SB 80–0493, Rev. 0.

(4) Where the Accomplishment Instructions, section 2.B, PART B, step (49) of Piaggio SB 80–0493, Rev. 0, state to contact Piaggio to obtain an approved repair design approval sheet (RDAS) and accomplish that repair accordingly including post-repair follow-on actions(s), as applicable, before further flight, contact

either the Manager, International Validation Branch, FAA; European Union Aviation Safety Agency (EASA); or Piaggio’s EASA Design Organization Approval (DOA) for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly, including post-repair follow-on action(s), as applicable. If approved by the DOA, the approval must include the DOA-authorized signature.

(h) Terminating Action

Accomplishment of any action identified as “terminating action” for a given inspection in section 2.B, PART B, of Piaggio Aerospace SB 80–0493, Rev. 0, constitutes terminating action for the repetitive inspections, as applicable, required by paragraph (g)(1) of this AD for that airplane.

(i) No Reporting Requirement

Although certain steps of Piaggio Aerospace SB 80–0493, Rev. 0, specify to submit inspection findings to the

manufacturer, this AD does not include that requirement.

(j) 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 (k) 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.

(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.

(I) 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) Piaggio Aerospace Service Bulletin 80-0493, Revision 0, dated November 21, 2024.

(ii) [Reserved]

(3) For Piaggio Aerospace material identified in this AD, contact Baykar Piaggio Aerospace S.p.A., P180 Customer Support, via Pionieri e Aviatori d'Italia, snc—16154 Genoa, Italy; phone: +39 331 679 74 93; email: technicalsupport@piaggioaerospaace.it.

(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 March 19, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-06599 Filed 4-3-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-5039; Project Identifier MCAI-2024-00426-R; Amendment 39-23303; AD 2026-07-08]

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 all Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters. This AD was prompted by a report of a structural crack in the vertical attachment spar of the tail fin. This AD requires repetitive inspections of certain vertical upper fin spars and, depending on the results, corrective action. This AD also prohibits installing certain upper fin assemblies. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 11, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of May 11, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2025-5039; 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, 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-2025-5039.

FOR FURTHER INFORMATION CONTACT:

Yves Petiote, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (202) 975-4867; email: yves.petiote@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters. The NPRM was published in the **Federal Register** on December 17, 2025 (90 FR 58519). The NPRM was prompted by EASA AD 2023-0154R1, dated July 19, 2024 (EASA AD 2023-0154R1) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI advises of a report of a structural crack (not a complete failure) in the vertical attachment spar of the tail fin. The MCAI states that the unsafe condition, if not addressed, may

lead to in-flight separation of the upper part of the vertical fin, which could result in loss of control of the helicopter.

EASA has issued related EASA AD 2024-0139, dated July 12, 2024 (EASA AD 2024-0139), for these same model helicopters as well as certain Model AS350B3 helicopters, to address cracking in a different area of the upper fin spar as well as the fin's front attachment screws. The FAA issued AD 2025-24-04, Amendment 39-23199 (90 FR 56679, December 8, 2025) (AD 2025-24-04), to address EASA AD 2024-0139. This AD includes actions that would be contingent on some of the required actions in AD 2025-24-04.

In the NPRM, the FAA proposed to require repetitive inspections of certain vertical upper fin spars and, depending on the results, corrective action. The FAA also proposed to prohibit installing certain upper fin assemblies. 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-2025-5039.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from four commenters. The commenters were two anonymous commenters and two individual commenters. The commenters supported the NPRM without change.

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 2023-0154R1, which specifies procedures for removing the tail gear box (TGB) fairing and the rear fairing from the tail boom, cleaning, and inspecting the right-hand external side around the two top screws