

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.

Steven W. Thompson,

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

[FR Doc. 2026–06627 Filed 4–3–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–0008; Project Identifier MCAI–2025–01103–R; Amendment 39–23304; AD 2026–07–09]

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 H160–B helicopters. This AD was prompted by a report of a leak on a gas cylinder within the emergency life raft system (ELRS) container assembly due to geometrical gaps between the burst disk and the valve body. This AD requires replacing the ELRS container assembly and prohibits installing an affected ELRS container assembly unless certain requirements are met. 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–2026–0008; 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–2026–0008.

FOR FURTHER INFORMATION CONTACT:

Matthew Williams, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4134; email: matthew.t.williams@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 Airbus Helicopters Model H160–B helicopters. The NPRM was published in the **Federal Register** on January 9, 2026 (91 FR 929). The NPRM was prompted by EASA AD 2025–0130R1, dated June 16, 2025 (EASA AD 2025–0130R1) (also referred to as the MCAI) issued by EASA, which is the Technical Agent for the Member States of the European Union. EASA AD 2025–0130R1 states that an occurrence was reported of a leak on a gas cylinder within the ELRS container assembly. Subsequent investigation revealed that this leakage was due to geometrical gaps between the burst disk and the valve body. EASA AD 2025–0130R1 specifies procedures for replacement of an affected ELRS container assembly and prohibits the installation of affected ELRS container assembly unless certain requirements are met.

In the NPRM, the FAA proposed to require replacing the ELRS container assembly. The FAA also proposed to prohibit installing an affected ELRS container assembly unless certain requirements are met. 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–2026–0008.

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. 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 2025–0130R1, which specifies procedures to replace the ELRS container assembly having Airbus left-hand part number (P/N) U256A80A1005 or right-hand P/N U256A80A1006 with a serviceable ELRS container assembly and sending an affected ELRS container assembly to a Safran Aerosystems repair facility for further corrective actions. EASA AD 2025–0130R1 also prohibits installing an affected ELRS container assembly on any helicopter unless certain requirements are met. 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

The MCAI specifies sending the affected ELRS container assembly to a Safran Aerosystems repair facility, whereas this AD allows sending the affected ELRS container assembly to a Safran Aerosystems repair facility or an FAA-approved repair facility

Costs of Compliance

The FAA estimates that this AD affects nine 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
Replace ELRS container assembly.	2 work-hours × \$85 per hour = \$170.	no definitive data on cost of affected part or shipment of part.	\$170	\$1,530

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:

2026–07–09 Airbus Helicopters:

Amendment 39–23304; Docket No. FAA–2026–0008; Project Identifier MCAI–2025–01103–R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model H160–B helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2564, Life Raft.

(e) Unsafe Condition

This AD was prompted by a report of a leak on a gas cylinder within the emergency life raft system (ELRS) container assembly due to geometrical gaps between the burst disk and the valve body. The FAA is issuing this AD to address the leakage of the gas cylinder within the ELRS container assembly. The unsafe condition, if not addressed, could result in the failure of the release of the life rafts during an emergency landing on water and consequently prevent a timely egress from the helicopter, which could result in injury to helicopter occupants.

(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 (EASA) AD 2025–0130R1, dated June 16, 2025 (EASA AD 2025–0130R1).

(h) Exceptions to EASA AD 2025–0130R1

(1) Where EASA AD 2025–0130R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025–0130R1 refers to flight hours (FH), this AD requires using hours time-in-service.

(3) Where the material referenced in EASA AD 2025–0130R1 specifies to send the affected ELRS container assembly to a Safran Aerosystems repair facility, this AD allows operators to send the affected ELRS container assembly to Safran Aerosystems repair facility or an FAA-approved repair facility.

(4) This AD does not adopt the “Remarks” section of EASA AD 2025–0130R1.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025–0130R1 specifies to submit certain information to the manufacturer, this AD does not require this action.

(j) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199, provided there are no flights over water.

(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 Matthew Williams, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4134; email: *matthew.t.williams@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) AD 2025–0130R1, dated June 16, 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 March 30, 2026.

Christopher R. Parker,

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

[FR Doc. 2026-06622 Filed 4-3-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2025-5140; Airspace Docket No. 25-AAL-171]

RIN 2120-AA66

Establishment of Class E Airspace; Birch Creek Airport, Birch Creek, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published by the FAA in the **Federal Register** on March 20, 2026, establishing Class E airspace extending upward from 700 feet above the surface at Birch Creek Airport, Birch Creek, Alaska (AK). Specifically, this action corrects the region code associated with the affected airspace.

DATES: The effective date of the final rule published in the **Federal Register** on March 20, 2026, remains 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: 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: Bryantjay T. Toves, Federal Aviation

Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-3465.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the **Federal Register** (91 FR 13495; March 20, 2026) for Docket FAA-2025-5140, which established Class E airspace extending upward from 700 feet above the surface at Birch Creek Airport, Birch Creek, AK. Subsequent to publication, the FAA identified an administrative error in the FAA regional routing symbol used in the final rule. This action corrects the error by replacing the incorrect regional routing symbol, “ANM,” with the intended regional routing symbol, “AAL.”

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the final rule for Docket No. FAA-2025-5140, as published in the **Federal Register** on March 20, 2026 (91 FR 13495), FR Doc. 2026-05500, is corrected as follows:

■ On page 13496, in the first column, revise the header of the airspace legal description for “ANM AK E5 Birch Creek, AK [NEW]” to read “AAL AK E5 Birch Creek, AK [NEW]”.

Issued in Des Moines, Washington, on April 2, 2026.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2026-06625 Filed 4-3-26; 8:45 am]

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DEPARTMENT OF LABOR

Mine Safety and Health Administration

30 CFR Parts 56 and 57

[Docket No. MSHA-2023-0001]

RIN 1219-AB36

Lowering Miners' Exposure to Respirable Crystalline Silica and Improving Respiratory Protection; Delay of Effective Date of Conforming Amendments

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

ACTION: Final rule; delay of effective date.

SUMMARY: MSHA is issuing this notification following a judicial stay of the compliance deadlines established in the 2024 final rule titled “Lowering

Miners' Exposure to Respirable Crystalline Silica and Improving Respiratory Protection” (2024 Silica Rule). The 2024 Silica Rule made conforming amendments for metal and nonmetal (MNM) standards that are scheduled to take effect on April 8, 2026. Since a judicial stay is in effect, this notification delays the conforming amendments indefinitely, pending judicial review.

DATES: As of April 6, 2026, the effective date of amendments 4, 5, 8, 9, 13, 14, 17, and 18 published at 89 FR 28218, April 18, 2024, is delayed indefinitely, pending judicial review. MSHA will publish a document in the **Federal Register** announcing further action once the court-ordered stay is terminated.

FOR FURTHER INFORMATION CONTACT:

Jessica D. Senk, Acting Director, Office of Standards, Regulations, and Variances, MSHA at 202-693-9440 (voice). This is not a toll-free number.

SUPPLEMENTARY INFORMATION:

Background

On April 18, 2024, MSHA published the 2024 Silica Rule, which amended MSHA's existing standards for respirable crystalline silica and respiratory protection. The 2024 Silica Rule established 30 CFR part 60, a standalone standard for respirable crystalline silica which lowers the permissible exposure limit (PEL) for respirable crystalline silica at coal and MNM mines. The 2024 Silica Rule also made conforming amendments in 30 CFR parts 56 and 57 to align with the new part 60.

The 2024 Silica Rule established an effective date of April 8, 2026, for the conforming amendments in 30 CFR parts 56 and 57. The preamble in the 2024 Silica Rule explained that the existing standards in 30 CFR parts 56 and 57 would remain in place until April 8, 2026, to ensure that MNM miners would continue to be protected until the conforming amendments were in effect (89 FR 28348).

Following publication of the 2024 Silica Rule, industry groups filed petitions in the United States Court of Appeals for the Eighth Circuit (Court). On April 11, 2025, the Court issued an order staying the 2024 Silica Rule's compliance deadlines until the Court completes a substantive review of the petition. The judicial stay delaying compliance with the 2024 Silica Rule is still in effect. Therefore, the existing standards in 30 CFR 56.5001, 56.5005, 57.5001, and 57.5005 are still in effect and the conforming amendments in 30 CFR 56.5001T, 56.5005T, 57.5001T, and