

Helicopters Alert Service Bulletin No. AS355–55.00.18, Revision 1, dated June 6, 2024, contains information regarding MOD 0720098.

(2) Where EASA AD 2023–0154R1 refers to August 3, 2023 (the effective date of EASA AD 2023–0154, dated July 27, 2023), this AD requires using the effective date of this AD.

(3) Where EASA AD 2023–0154R1 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(4) Where paragraph (3) of EASA AD 2023–0154R1 specifies “following the Rotorcraft Flight Manual (RFM) amendment as required by paragraph (1) or (2) of EASA AD 2024–0139, as applicable, it is allowed to exceed the temporary reduced V<sub>ne</sub> during a maintenance flight”, this AD requires replacing that text with “following the Rotorcraft Flight Manual (RFM) amendment required by AD 2025–24–04, it is allowed to exceed the temporary reduced Velocity Never Exceed (V<sub>NE</sub>) during a flight to perform an operational check as specified in 14 CFR 91.407”.

(5) Where paragraphs (3.1), (3.2), and (3.3) of EASA AD 2023–0154R1 specify “maintenance flight”, this AD requires replacing that text with “flight to perform an operational check as specified in 14 CFR 91.407”.

(6) Where paragraph (4) of EASA AD 2023–0154R1 specifies “if, following the RFM amendment as required by paragraph (1) or (2) of EASA AD 2024–0139, as applicable, the temporary reduced V<sub>ne</sub> is exceeded on a helicopter”, this AD requires replacing that text with “if, following the RFM amendment required by AD 2025–24–04, the temporary reduced V<sub>NE</sub> is exceeded on a helicopter”.

(7) Where Note 1 of EASA AD 2023–0154R1 specifies “It is allowed to temporarily remove the RFM amendment and the placard, as required by paragraph (1) or (2) of EASA AD 2024–0139, as applicable, to allow maintenance flight(s) during which the temporarily reduced V<sub>ne</sub> may be exceeded”, this AD requires replacing that text with “It is allowed to temporarily remove the RFM amendment and the placard required by AD 2025–24–04 to allow flight(s) to perform an operational check as specified in 14 CFR 91.407, during which the temporarily reduced V<sub>NE</sub> may be exceeded”.

**Note 2 to paragraph (h)(7):** Refer to AD 2025–24–04 for requirements pertaining to exceeding V<sub>NE</sub> 110 kts. Airbus Helicopters Emergency Alert Service Bulletin EASB AS355–05–00–0001, Issue 002, dated July 9, 2024, also contains information regarding exceeding V<sub>NE</sub> 110 kts.

(8) Instead of complying with paragraph (6) of EASA AD 2023–0154R1, if there is a crack as a result of the inspections required by paragraphs (1) through (4) of EASA AD 2023–0154R1, this AD requires, before further flight, removing the upper fin from service and installing upper fin assembly P/N 355A14–0522–1751 in accordance with paragraph (7) and Note 2 of EASA AD 2023–0154R1.

(9) Where Note 2 of EASA AD 2023–0154R1 specifies “paragraph (12) of EASA AD 2024–0139”, this AD requires replacing that text with “AD 2025–24–04”.

(10) This AD does not adopt the “Remarks” section of EASA AD 2023–0154R1.

#### (i) No Reporting Requirement

Although the material referenced in EASA AD 2023–0154R1 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

#### (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)(1) of this AD and email to: [AMOC@faa.gov](mailto: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) Related Information

(1) For more information about this AD, contact Yves Petiote, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (202) 975–4867; email: [yves.petiote@faa.gov](mailto:yves.petiote@faa.gov).

(2) Airbus Helicopters material identified in this AD that is not incorporated by reference is available at Airbus Helicopters, 2701 North Forum Drive, Grand Prairie, TX 75052; phone: (972) 641–0000 or (800) 232–0323; fax: (972) 641–3775; website [airbus.com/en/products-services/helicopters/hcare-services/airbusworld](http://airbus.com/en/products-services/helicopters/hcare-services/airbusworld).

#### (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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2023–0154R1, dated July 19, 2024.

(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](mailto:ADs@easa.europa.eu); website: [easa.europa.eu](http://easa.europa.eu). You may find the EASA material on the EASA website at [ad.easa.europa.eu](http://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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on March 31, 2026.

**Christopher R. Parker,**

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

[FR Doc. 2026–06621 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–2025–2553; Project Identifier MCAI–2025–00186–T; Amendment 39–23297; AD 2026–07–02]

RIN 2120–AA64

#### Airworthiness Directives; Dassault Aviation Airplanes

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** The FAA is adopting a new airworthiness directive (AD) for certain Dassault Aviation Model FALCON 2000EX airplanes. This AD was prompted by a report of simultaneous failures of the main DC buses powered by Generator 1 (GEN1), and Generator 2 (GEN2) after flap extension during approach. This AD requires revising the existing airplane flight manual (AFM). 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](http://regulations.gov) under Docket No. FAA–2025–2553; 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; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

• 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–2025–2553.

**FOR FURTHER INFORMATION CONTACT:** Steven Dzierzynski, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7367; email: 9-AVS-AIR-BACO-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 certain Dassault Aviation Model FALCON 2000EX airplanes. The NPRM was published in the **Federal Register** on September 26, 2025 (90 FR 46365). The NPRM was prompted by AD 2025–0042, dated February 19, 2025 (EASA AD 2025–0042) (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 there was a report of simultaneous failures of the main DC buses powered by GEN1 and GEN2 after flap extension during approach. This event resulted in intermittent crew alerting system (CAS) messages, including the red CAS message “2 GEN’S FAIL,” data flickering on the display units, and flashing lights on the overhead panel, which led to the loss of the main DC buses after a short period.

In the NPRM, the FAA proposed to require revising the existing AFM, as specified in EASA AD 2025–0042. The FAA is issuing this AD to address intermittent and flickering data, as well as CAS messages. The unsafe condition, if not addressed, could lead to increased pilot workload, possibly during a critical phase of flight.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–2553.

**Discussion of Final Airworthiness Directive**

**Comments**

The FAA received comments from the Citizens Rulemaking Alliance. The following presents the comments received on the NPRM and the FAA’s response to each comment.

**Request To Issue an NPRM or Delay Effective Date for Non-Immediate Tasks**

The commenter requested that the FAA either convert this action to an NPRM or delay the effective date for non-immediate tasks by 60 to 120 days and request comments for those non-immediate tasks. The commenter asserted the FAA’s use of the good cause exemption appears overbroad given the compliance is 1 month instead of before further flight.

The FAA notes the comment was submitted in response to an NPRM for which the FAA provided a 45-day comment period. This final rule is effective 35 days after its publication in the **Federal Register**. Therefore, no change to this AD is necessary.

**Request To Make Incorporation by Reference (IBR) Materials Reasonably Available**

The commenter stated that the FAA’s current practices for IBR frequently fail to meet the legal and regulatory standards for reasonable availability. The commenter called on the FAA to guarantee that all IBR materials are easily and freely accessible to the public and affected parties for both commenting and compliance purposes. They also requested that this access be documented in the rulemaking record.

The FAA’s practices comply with 5 U.S.C. 552(a) of the Administrative Procedure Act and 1 CFR part 51. The FAA makes IBR materials available in the AD docket when the final rule is published in the **Federal Register**, following formal approval of the IBR by the Office of the Federal Register. Materials may only be posted before the final rule’s publication if they are already publicly available or if there is written consent from the owner of the IBR material. All relevant materials incorporated by reference will be accessible in the AD docket on *Regulations.gov*, which the public can access without registration or fees.

The FAA also provides summaries and access details in the preamble and regulatory text, makes materials available for inspection at FAA and National Archives and Records Administration (NARA) offices, offers publisher contact information, and obtains formal IBR approval from the Office of the Federal Register. These efforts are intended to ensure that all IBR materials meet the “reasonably available” standard required by 1 CFR

part 51. The FAA did not change this AD as a result of this comment.

**Request To Comply With the Paperwork Reduction Act (PRA)**

The commenter requested that the FAA revise the AD to comply with the PRA if reporting is required or remove any reporting provisions until PRA requirements are satisfied. If reporting is not required, the commenter requested the FAA clarify that in the AD.

The FAA notes this AD does not require reporting. If an AD were to require reporting, the preamble of the AD would include a paragraph titled “Paperwork Reduction Act” that would provide the applicable OMB control number, required PRA statements, and the estimated time to collect the required information (burden). Any costs associated with the reporting requirement would be included in the Costs of Compliance section in the preamble of the AD. Therefore, the FAA did not change this AD as a result of this comment.

**Request To Consider Impact on Small Entities**

The commenter requested that the FAA either provide the factual basis for its Regulatory Flexibility Act (RFA) certification that the AD will not have a significant economic impact on a substantial number of small entities, or prepare an initial regulatory flexibility analysis and consider less burdensome alternatives for small operators and small repair stations.

The FAA provides the following clarification. The RFA of 1980 (5 U.S.C. 601–612), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121) and the Small Business Jobs Act of 2010 (Pub. L. 111–240), requires Federal agencies to consider the effects of the regulatory action on small business and other small entities and to minimize any significant economic impact. The term “small entities” comprises small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

This AD will affect 230 small and non-small entities, 1 Tribal government, and 3 individuals. Of the affected entities, FAA identified 143 small entities in multiple industries as follows:

## NUMBER OF SMALL ENTITIES AFFECTED PER INDUSTRY AND COST SIGNIFICANCE

NAICS code	Description	Number of small entities affected	Cost per AD/annual revenue (%)
481211	Nonscheduled Chartered Passenger Air Transportation	89	0.00 to 0.02
481219	Other Nonscheduled Air Transportation	13	0.00 to 0.02
532411	Commercial Air, Rail, and Water Transportation Equipment Rental and Leasing	11	0.01
488190	Other Support Activities for Air Transportation	4	0.00 to 0.01
551112	Offices of Other Holding Companies	4	0.01
211120	Crude Petroleum Extraction	1	0.00
326299	All Other Rubber Product Manufacturing	1	0.01
334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing.	1	n.a.
336411	Aircraft Manufacturing	1	0.01
336414	Guided Missile and Space Vehicle Manufacturing	1	0.01
423820	Farm and Garden Machinery and Equipment Merchant Wholesalers	1	0.01
423860	Transportation Equipment and Supplies Merchant Wholesalers	1	0.00
425120	Wholesale Trade Agents and Brokers	1	0.00
484121	General Freight Trucking, Long-Distance, Truckload	1	0.01
523120	Securities Brokerage	1	0.00
525990	Other Investment Pools and Funds	1	n.a.
531190	Lessors of Other Real Estate Property	1	0.01
531390	Other Activities Related to Real Estate	1	0.00
532310	General Rental Centers	1	n.a.
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1	0.00
541110	Offices of Lawyers	1	0.00
541511	Custom Computer Programming Services	1	0.00
541512	Computer Systems Design Services	1	0.00
541611	Administrative Management and General Management Consulting Services	1	0.01
551114	Corporate, Subsidiary, and Regional Managing Offices	1	0.01
611512	Flight Training	1	n.a.
811310	Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance.	1	0.00
Total		143	

While FAA has determined that this final AD affects a substantial number of small entities, the compliance cost of the AD per small entity to their annual revenue is de minimis. Therefore, as provided in section 605(b) and based on the foregoing, the head of FAA certifies that this AD will not result in a significant economic impact on a substantial number of small entities. The FAA did not change this AD as a result of this comment.

#### Request To Revise the Cost Estimate

The commenter requested that the FAA update the labor rate and downtime assumptions in the cost estimate, consider alternatives that minimize downtime and scheduling disruptions, and revise the FAA's certification that the AD is not a significant regulatory action under Executive Order 12866 if the updated costs justify it.

The FAA has determined that the current labor rate of \$85 per hour remains accurate for this AD. The FAA evaluates this rate periodically, based on U.S. Department of Labor Statistic (BLS) data found at <https://data.bls.gov/oes>, and will change the rate when appropriate. The FAA used a blended

wage rate to estimate the labor rate for this AD, where the FAA assumes 60 percent weight for aircraft mechanics (at a fully burdened mean wage rate of \$69.85 per hour) and 40 percent for general and operations managers (at a fully burdened mean wage rate of \$108.15 per hour). To calculate the blended wage rate, the FAA multiplied each wage rate by its corresponding weight and added up the products to obtain a wage rate of \$85.17, which the FAA rounded down to \$85. Additionally, the FAA considered the impact that this AD will have on affected operators and determined that this AD will not trigger any downtime costs because AFM revisions are administrative actions that do not normally lead to burdensome scheduling disruptions. Therefore, the FAA did not change this AD as a result of this comment.

#### 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 2025-0042, which specifies procedures for revising the AFM to provide flightcrew with emergency procedures to address intermittent and flickering data and CAS messages.

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 304 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
1 work-hour × \$85 per hour = \$85 .....	\$0	\$85	\$25,840

**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:

**2026–07–02 Dassault Aviation:**

Amendment 39–23297; Docket No. FAA–2025–2553; Project Identifier MCAI–2025–00186–T.

**(a) Effective Date**

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

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Dassault Aviation Model FALCON 2000EX airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2025–0042, dated February 19, 2025 (EASA AD 2025–0042).

**(d) Subject**

Air Transport Association (ATA) of America Code 24, Electrical power.

**(e) Unsafe Condition**

This AD was prompted by a report of simultaneous failures of the main DC buses powered by Generator 1 (GEN1), and Generator 2 (GEN2) after flap extension during approach, which initially resulted in intermittent display of crew alerting system (CAS) messages, and led to the loss of the main DC buses. The FAA is issuing this AD to address intermittent and flickering data, as well as CAS messages. The unsafe condition, if not addressed, could lead to increased pilot workload, possibly during a critical phase of flight.

**(f) Compliance**

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

**(g) Requirements**

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2025–0042.

**(h) Exceptions to EASA AD 2025–0042**

(1) Where paragraph (1) of EASA AD 2025–0042 specifies to “inform all flight crews and, thereafter, operate the airplane accordingly,” this AD does not require those actions as those actions are already required by existing

FAA operating regulations (see 14 CFR 91.9 and 91.505 and 14 CFR 121.137).

(2) Where EASA AD 2025–0042 refers to its effective date, this AD requires using the effective date of this AD.

(3) This AD does not adopt the “Remarks” section of EASA AD 2025–0042.

**(i) Additional AD Provisions**

The following provisions also apply to this AD:

(1) *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 responsible Flight Standards 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](mailto: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, International Validation Branch, FAA; or EASA; or Dassault Aviation’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

**(j) Additional Information**

For more information about this AD, contact Steven Dzierzynski, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7367; email: [9-AVS-AIR-BACO-COS@faa.gov](mailto:9-AVS-AIR-BACO-COS@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) European Union Aviation Safety Agency (EASA) AD 2025–0042, dated February 19, 2025.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu). You may find this material on the EASA website at [ad.easa.europa.eu](http://ad.easa.europa.eu).

(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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto: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]

BILLING CODE 4910–13–P

## 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](http://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](mailto:ADs@easa.europa.eu); website: [easa.europa.eu](http://easa.europa.eu). You may find the EASA material on the EASA website at [ad.easa.europa.eu](http://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](http://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](mailto: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](http://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: