

AS350-63-31-0001 Issue 002, dated January 22, 2026 (EASB AS350-63-31-0001, Issue 002). The part number is identified as "Reference" in EASB AS350-63-31-0001, Issue 002, as applicable to the part".

(4) This AD does not adopt paragraphs (1), (2), (3), (4), (6), and (7) of EASA AD 2026-0021.

(5) Where paragraph (5) of EASA AD 2026-0021 specifies "before next flight after having accomplished the actions as required by paragraph (1), (3), or (4) of this AD, as applicable," this AD requires replacing that text with "Within the compliance time as specified in Table 1 of EASA AD 2026-0021, as applicable, after the effective date of this AD".

(6) Where the material referenced in EASA AD 2026-0021 specifies "discard", this AD requires replacing that text with "remove from service".

(7) This AD does not adopt the "Remarks" section of EASA AD 2026-0021.

(i) 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 (j) 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.

(j) Additional Information

For more information about this AD, contact Matthew Bloomer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (847) 294-7524; email: matthew.g.bloomer@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 the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2026-0021, dated January 29, 2026.

(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 April 6, 2026.

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

[FR Doc. 2026-07168 Filed 4-13-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-0732; Project Identifier MCAI-2026-00008-R; Amendment 39-23249; AD 2026-01-51 R1]

RIN 2120-AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; removal.

SUMMARY: The FAA is removing Emergency Airworthiness Directive (AD) 2026-01-51, which applied to all Airbus Helicopters Model H160-B helicopters. Emergency AD 2026-01-51 required replacing the upper and lower pitch rod end bearings on the pitch rods of the main rotor with new pitch rod end bearings and reporting information after accomplishment of the replacement. Emergency AD 2026-01-51 also prohibited installing any affected main rotor lower and upper pitch rod end bearings on any helicopter, unless it is a serviceable part. The FAA issued Emergency AD 2026-01-51 to address the structural failure of the main rotor lower and upper pitch rod end bearings. Since the FAA issued Emergency AD 2026-01-51, the manufacturer determined the failure of the main rotor pitch rod end was caused by an inadequate maintenance procedure and that the airworthiness concern is not an unsafe condition and therefore no AD is warranted. The FAA concurs and removes Emergency AD 2026-01-51.

DATES: This AD becomes effective April 14, 2026.

The FAA must receive comments on this AD by May 29, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- **Federal eRulemaking Portal:** Go to regulations.gov. Follow the instructions for submitting comments.

- **Fax:** (202) 493-2251.

- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- **Hand Delivery:** Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-0732; 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 street address for Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT:

Jacob Fitch, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-4130; email: jacob.fitch@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under **ADDRESSES**. Include "Docket No. FAA-2026-0732; Project Identifier MCAI-2026-00008-R" at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this final rule because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to regulations.gov, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this final rule.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this AD contain commercial or financial information

that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this AD, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as "PROPIN." The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this AD. Submissions containing CBI should be sent to Jacob Fitch, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

SUPPLEMENTARY INFORMATION:

Background

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, previously issued Emergency AD 2026-0001-E, dated January 8, 2026; corrected January 9, 2026 (EASA Emergency AD 2026-0001-E), to correct an unsafe condition on all Airbus Helicopters Model H160-B helicopters. The FAA issued corresponding Emergency AD 2026-01-51, Amendment 39-23249, directly to affected owners and operators on January 12, 2026, and later in the **Federal Register** (91 FR 4431, February 2, 2026) (Emergency AD 2026-01-51), for those helicopters, as an interim AD. Emergency AD 2026-01-51 required replacing the upper and lower pitch rod end bearings on the pitch rods of the main rotor with new pitch rod end bearings and reporting information after accomplishment of the replacement. Emergency AD 2026-01-51 was prompted by a report of the main rotor pitch rod rupturing during flight. The FAA issued Emergency AD 2026-01-51 to address the structural failure of the main rotor lower and upper pitch rod end bearings.

Actions Since Emergency AD 2026-01-51 Was Issued

Since the FAA issued Emergency AD 2026-01-51, EASA issued AD 2026-0001-E-CN, dated March 10, 2026 (EASA AD 2026-0001-E-CN) (also referred to as the MCAI), to cancel EASA Emergency AD 2026-0001-E. EASA AD 2026-0001-E-CN states that the manufacturer determined after further investigations the rupture of a main rotor pitch rod end during flight was caused by an inadequate maintenance procedure applied by an operator. The MCAI further states that the manufacturer confirmed that fatigue strength of a pitch rod with no

permanent plastic deformation is in line with Model H160-B helicopter certification. Consequently, the unsafe condition addressed by EASA Emergency AD 2026-0001-E is no longer supported by the data and has been canceled.

FAA's Conclusions

Upon further consideration, the FAA has determined that Emergency AD 2026-01-51 is no longer appropriate. Accordingly, this AD removes Emergency AD 2026-01-51. Removal of Emergency AD 2026-01-51 does not preclude the FAA from issuing another course of action in the future. This AD terminates all actions of Emergency AD 2026-01-51.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to forego prior notice and comment procedures when the agency, for "good cause," finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

The actions required by Emergency AD 2026-01-51 are unwarranted because further investigations have shown that the airworthiness concern addressed by that AD is not an unsafe condition. Accordingly, notice and opportunity for prior public comment are unnecessary pursuant to 5 U.S.C. 553(b). In addition, for the foregoing reasons, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days.

Regulatory Flexibility Act (RFA)

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Related Costs of Compliance

This AD adds no costs. This AD removes Emergency AD 2026-01-51 from 14 CFR part 39; therefore, operators are no longer required to show compliance with that Emergency AD.

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.

Regulatory Findings

The FAA determined that 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, and
- (2) Will not affect intrastate aviation in Alaska.

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:
 - a. Removing Airworthiness Directive 2026-01-51, Amendment 39-23249 (91 FR 4431, February 2, 2026), and
 - b. Adding the following new airworthiness directive:

2026-01-51 R1 Airbus Helicopters:
Amendment 39-23249; Docket No. FAA-2026-0732; Project Identifier MCAI-2026-00008-R.

(a) Effective Date

This airworthiness directive (AD) is effective April 14, 2026.

(b) Affected AD

This AD replaces Emergency AD 2026-01-51, Amendment 39-23249 (91 FR 4431, February 2, 2026) (Emergency AD 2026-01-51).

(c) Applicability

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

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6200, Main Rotor System.

(e) Terminating Action

This AD terminates all requirements of Emergency AD 2026-01-51.

(f) Additional Information

For more information about this AD, contact Jacob Fitch, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-4130; email: jacob.fitch@faa.gov.

(g) Material Incorporated by Reference

None.

Issued on April 9, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-07170 Filed 4-13-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF COMMERCE**National Oceanic and Atmospheric Administration****15 CFR Part 950**

[Docket No: 260223-0053]

RIN 0648-BN98

Schedule of Fees for Access to NOAA Environmental Data, Information, and Related Products and Services

AGENCY: National Environmental Satellite, Data and Information Service (NESDIS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce.

ACTION: Final rule.

SUMMARY: In this final rule, NESDIS establishes an updated schedule of fees for special access to NOAA data, information, and related products and services. NOAA continues to make its environmental data available to the public without any fee in most instances consistent with Foundations for Evidence-Based Policymaking Act of 2018 (44 U.S.C. 3501 *et seq.*). NOAA

disseminates this data without any fee primarily via NOAA's National Centers for Environmental Information's (NCEI) Archive, Comprehensive Large Array-Data Stewardship System (CLASS), and partners such as the NOAA Open Data Dissemination Program. NESDIS is revising the fee schedule that has been in effect since 2023 to ensure that the fees accurately reflect the costs of providing access to the environmental data, information, and related products and services.

DATES: Effective May 14, 2026.

FOR FURTHER INFORMATION CONTACT: Kasandra Harley, (301) 713-7153.

SUPPLEMENTARY INFORMATION:

Background

NESDIS operates NOAA's NCEI. Through NCEI, NESDIS provides and ensures timely access to global environmental data from satellites and other sources, provides information services, and develops science products. NOAA makes these resources available at no fee and under an open license, consistent with the Foundations for Evidence-Based Policymaking Act (44 U.S.C. 3501 *et seq.*).

NESDIS maintains some 1,300 databases containing over 2,400 environmental variables at NCEI and 7 World Data Centers. These centers respond to over 2,000,000 requests for these data and products annually from over 70 countries, the vast majority of which are fulfilled at no fee to the requestor via NOAA CLASS. Other users can access NOAA environmental data online using the NOAA OneStop. This collection of environmental data and products is growing rapidly, both in size and sophistication, and as a result the associated costs have increased.

If the freely available services are unable to meet users' needs, users have the ability to access the special data products described in the table below offline, online, and through the NESDIS e-Commerce System (NeS) online store. NOAA's ability to provide these special data, information, products, and services depends on user fees.

New Fee Schedule

NESDIS is authorized under 15 U.S.C. 1534 to assess fees, up to fair market value, depending upon the user and intended use, for access to environmental data, information, and products derived from, collected, and/or archived by NOAA. In this final rule, NESDIS establishes a new schedule of fees for access to these special data, information, and related products and services. NESDIS is revising the fee schedule that has been in effect since

2023 to ensure that the fees accurately reflect the costs of providing access to the environmental data, information, and related products and services. The new fee schedule lists both the current fee charged for each item and the new fee to be charged to users that will take effect beginning May 14, 2026. The schedule applies to the listed services provided by NESDIS on or after May 14, 2026, except for products and services covered by a subscription agreement in effect as of May 14, 2026 that extends beyond May 14, 2026. In those cases, the increased fees will apply upon renewal of the subscription agreement or at the earliest amendment date provided by the agreement.

NESDIS will continue to review these user fees periodically and will revise such fees as necessary. Any future changes in the user fees and their effective date will be announced through notice in the **Federal Register**.

Classification

This rule has been determined not to be significant for purposes of Executive Order (E.O.) 12866. This proposed rule is not an E.O. 14192 regulatory action because this rule is not significant under E.O. 12866.

The provisions of the Administrative Procedure Act (5 U.S.C. 553) requiring notice of proposed rulemaking and the opportunity for public participation are inapplicable because this rule falls within the public property exception of subparagraph (a)(2) of section 553, as it relates only to the assessment of fees, as authorized by 15 U.S.C. 1534. Further, no other law requires that a notice of proposed rulemaking and an opportunity for public comment be given for this rule. Because a notice of proposed rulemaking and an opportunity for public comment are not required to be given for this rule under 5 U.S.C. 553 or by any other law, the requirements of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) are not applicable.

This proposed rule contains no information collection requirements under the Paperwork Reduction Act of 1995.

List of Subjects in 15 CFR Part 950

Organization and functions (Government agencies).

David Holst,

Chief Financial Officer, National Environmental Satellite, Data and Information Service.

For the reasons set forth above, NESDIS amends 15 CFR part 950 as follows: