

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:

2026–12–10 Airbus Helicopters:

Amendment 39–23380; Docket No. FAA–2025–3999; Project Identifier MCAI–2025–00176–R.

(a) Effective Date

This airworthiness directive (AD) is effective August 3, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D helicopters, certificated in any category.

Note 1 to paragraph (c): Helicopters with AS350B3e designation are Model AS350B3 helicopters.

(d) Subject

Joint Aircraft System Component (JASC) Code 2500, Equipment/Furnishings.

(e) Unsafe Condition

This AD was prompted by a report of a non-conformity of the cargo hook. The FAA is issuing this AD to detect and correct a non-conformity of the cargo hook. The unsafe condition, if not addressed, could result in loosening of the cargo hook, loss of the load, and consequent injury to people on the ground.

(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, European Union Aviation Safety Agency AD 2025–0036, dated February 12, 2025 (EASA AD 2025–0036).

(h) Exceptions to EASA AD 2025–0036

(1) Where EASA AD 2025–0036 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025–0036 defines sling cycles, for the purposes of this AD, a sling cycle is defined as one release with load on ground equals one sling cycle, and one release with load in-flight equals three sling cycles.

(3) Where the material referenced in EASA AD 2025–0036 specifies “check”, this AD requires replacing that text with “inspect”.

(4) Where the material referenced in EASA AD 2025–0036 specifies to return parts for

repair, this AD does not require those actions.

(5) This AD does not adopt the “Remarks” section of EASA AD 2025–0036.

(i) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199, provided there are no external load operations.

(j) 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 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 (k) 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 responsible Flight Standards Office.

(k) Additional Information

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.

(l) 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 2025–0036, dated February 12, 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 this material on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, 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 June 11, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–13060 Filed 6–26–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3485; Project Identifier MCAI–2025–00437–T; Amendment 39–23381; AD 2026–12–11]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus SAS Model A321–251NX, –252NX, –253NX, –271NX, and –272NX airplanes. This AD was prompted by a review of the cold working process on the assembly line that detected a deviation to the manufacturing process. This AD requires repetitive inspections for the nominal design condition of the fastener holes in certain center fuselage frame foot joint connections and, as applicable, an inspection for cracking at the frame foot joint connections and corrective actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 3, 2026. The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 3, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA–2026–3485; 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. You may find this material on the EASA website at 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](https://www.regulations.gov) under Docket No. FAA–2026–3485.

FOR FURTHER INFORMATION CONTACT:
Nicholas Benson, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3647; email: nicholas.h.benson@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 Airbus SAS Model A321–251NX, –252NX, –253NX, –271NX, and –272NX airplanes. The NPRM was published in the **Federal Register** on April 15, 2026 (91 FR 20081). The NPRM was prompted by EASA AD 2025–0067, dated March 28, 2025 (EASA AD 2025–0067) (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, during a review of the cold working process on the assembly line, a deviation to the manufacturing process was detected, which could adversely affect the fatigue life of the affected area (*i.e.*, center fuselage frame (FR) foot joint connections at FR37 to FR41 inclusive, between stringers (STR) STR21 to STR23, on both left-hand and right-hand sides). This condition, if not detected and corrected, could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the airplane.

In the NPRM, the FAA proposed to require repetitive inspections for the nominal design condition of the fastener holes in certain center fuselage frame foot joint connections and, as applicable, an inspection for cracking at the frame foot joint connections and corrective actions, as specified in EASA AD 2025–0067. 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–2026–3485.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from an anonymous commenter 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

EASA AD 2025–0067 specifies procedures for repetitive inspections for any discrepancy of the fastener holes, which consists of doing a check to determine if the fastener holes in the affected area are not in nominal design condition. Nominal design condition is that fasteners installed have a nominal diameter as specified in the material referenced in EASA AD 2025–0067. EASA AD 2025–0067 also specifies procedures for a rototest inspection of the fastener holes for any discrepancy (*i.e.*, cracking) at each affected area and corrective actions, as applicable. Corrective actions include contacting Airbus for approved repair instructions and accomplishing those instructions. EASA AD 2025–0067 also specifies procedures for repairing fastener holes, which would terminate the repetitive inspections.

EASA AD 2025–0067 also specifies accomplishment of a high frequency eddy current (HFEC) inspection around the fastener holes at an affected area is an acceptable method of compliance for the rototest inspection for that affected area.

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

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
23 work-hours × \$85 per hour = \$1,955	\$0	\$1,955	\$43,010

The FAA estimates the following costs to do any necessary on-condition actions that would be required based on

the results of any required actions. The FAA has no way of determining the

number of aircraft that might need these on-condition actions:

ESTIMATED COSTS OF ON-CONDITION ACTIONS *

Labor cost	Parts cost	Cost per product
60 work-hours × \$85 per hour = \$5,100 (rototest inspection)	\$884	\$5,984

* The FAA has received no definitive data on which to base the cost estimates for the on-condition repairs specified in this AD.

ESTIMATED COSTS FOR OPTIONAL ACTIONS

Action	Labor cost	Parts cost	Cost per product
Terminating action	15 work-hours × \$85 per hour = \$1,275	Negligible	\$1,275

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:

2026–23–11 Airbus SAS: Amendment 39–23381; Docket No. FAA–2026–3485; Project Identifier MCAI–2025–00437–T.

(a) Effective Date

This airworthiness directive (AD) is effective August 3, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A321–251NX, –252NX, –253NX, –271NX, and –272NX airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2025–0067, dated March 28, 2025 (EASA AD 2025–0067).

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by a review of the cold working process on the assembly line that detected a deviation to the manufacturing process. The FAA is issuing this AD to address a deviation to the manufacturing process, which could adversely affect the fatigue life of the center fuselage frame (FR) foot joint connections at FR37 to FR41 inclusive, between stringer (STR) STR21 to STR23. The unsafe condition, if not addressed, could lead to crack initiation and propagation, resulting in reduced structural integrity of the airplane.

(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, EASA AD 2025–0067.

(h) Exceptions to EASA AD 2025–0067

(1) Where paragraph (2) of EASA AD 2025–0067 specifies “any discrepancy is detected, as defined in the SB”, this AD requires replacing that text with “any fastener hole is

not in nominal design condition, as defined in the SB”.

(2) Where paragraph (3) of EASA AD 2025–0067 specifies “no discrepancy is detected”, this AD requires replacing that text with “fastener holes are in nominal design condition, as defined in the SB”.

(3) Where paragraph (4) of EASA AD 2025–0067 specifies a “High Frequency Eddy Current (HFEC) inspection around the fastener holes at an affected area is an acceptable method”, this AD requires replacing that text with “High Frequency Eddy Current (HFEC) inspection around the fastener holes at an affected area, in accordance with the instructions of the SB, is an acceptable method”.

(4) Where paragraph (5) of EASA AD 2025–0067 specifies “any crack is detected, as defined in the SB, before next flight, contact Airbus for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.”, this AD requires replacing that text with “any crack is detected, the crack must be repaired before further flight using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA–authorized signature.”

(5) Where paragraph (7) of EASA AD 2025–0067 specifies “no discrepancy”, this AD requires replacing that text with “no cracking”.

(6) This AD does not adopt the “Remarks” section of EASA AD 2025–0067.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025–0067 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) 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 Continued Operational Safety 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 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 EASA; or Airbus SAS's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: Except as required by paragraphs (h)(3), (h)(4), and (j)(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.

(k) Additional Information

For more information about this AD, contact Nicholas Benson, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3647; email: nicholas.h.benson@faa.gov.

(l) 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 2025-0067, dated March 28, 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; website easa.europa.eu. You may find this material on the EASA website at 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 or email fr.inspection@nara.gov.

Issued on June 10, 2026.

Brian Knaup,

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

[FR Doc. 2026-13062 Filed 6-26-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-2720; Project Identifier MCAI-2023-00668-R; Amendment 39-23383; AD 2026-13-01]

RIN 2120-AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2019-09-03 and AD 2021-05-15 for certain Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters. AD 2019-09-03 required a one-time inspection of the jettisoning mechanism of the cabin lateral sliding plug doors. AD 2021-05-15 required repetitive inspections, modifying the release system of each cabin lateral sliding plug door, or modifying the design of the jettison system of each cabin lateral sliding plug door. Since the FAA issued AD 2021-05-15, the manufacturer developed a prerequisite modification for certain helicopters, determined improved modification instructions were necessary for installation of the release system of the cabin lateral sliding plug door, and determined the compliance time could be extended. This AD requires modifying the release system of each cabin lateral sliding plug door or modifying the design of the jettison system of each cabin lateral sliding plug door as a terminating action for the repetitive inspections. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 3, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 3, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-2720; 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, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, 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-2026-2720.

FOR FURTHER INFORMATION CONTACT:

Aryanna Sanchez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-5257; email: aryanna.t.sanchez@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2019-09-03, Amendment 39-19637 (84 FR 22693, May 20, 2019) (AD 2019-09-03), and AD 2021-05-15, Amendment 39-21458 (86 FR 17290, April 2, 2021) (AD 2021-05-15). AD 2019-09-03 and AD 2021-05-15 applied to certain Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters.

AD 2019-09-03 required a one-time inspection of the jettisoning mechanism of the cabin lateral sliding plug doors. AD 2021-05-15 required repetitive inspections, modifying the release system of each cabin lateral sliding plug door, or modifying the design of the jettison system of each cabin lateral sliding plug door.

The NPRM was published in the **Federal Register** on March 23, 2026 (91 FR 13794). The NPRM was prompted by EASA AD 2021-0139R1, May 10, 2023 (EASA AD 2021-0139R1) (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 the manufacturer received additional reports regarding the difficulty of installing the MOD 0725366 on certain helicopters, and the manufacturer developed MOD 0729230 as a prerequisite to installing MOD 0725366 for certain helicopter configurations. In addition, the manufacturer determined that the compliance time to incorporate the