

August 10, 2026 (Transport Canada Emergency AD CF-2026-39).

(d) Subject

Joint Aircraft System Component (JASC) Code 6400, Tail rotor system.

(e) Unsafe Condition

This AD was prompted by a report of in-flight fatigue failure of a tail rotor pitch horn. The FAA is issuing this AD to address undetected cracks, remove affected tail rotor pitch horns and associated tail rotor pitch links from service, and prohibit installation of the affected tail rotor pitch horns. The unsafe condition, if not addressed, could lead to failure of the tail rotor pitch horns and secondary tail rotor hub components, which could result in loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

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, Transport Canada Emergency AD CF-2026-39.

(h) Exceptions to Transport Canada Emergency AD CF-2026-39

(1) Where Transport Canada Emergency AD CF-2026-39 specifies “before next flight after the effective date of this AD”, this AD requires replacing that text with “before further flight after the effective date of this AD”.

(2) Where the material referenced in Transport Canada Emergency AD CF-2026-39 specifies discarding parts, this AD requires removing those parts from service.

(3) Where the material referenced in Transport Canada Emergency AD CF-2026-39 specifies to make an entry in the helicopter logbook and historical service records indicating compliance with the referenced service material, this AD does not require those actions because those actions are already required in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, or 135.439.

(i) No Reporting Requirement

Although the material referenced in Transport Canada Emergency AD CF-2026-39 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Special Flight Permits

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed.

(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 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 (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 David Wilson, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-5786; email: david.wilson@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) Transport Canada Emergency AD CF-2026-39, dated August 10, 2026.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, Canada; phone: (888) 663-3639; email: tc.airworthinessdirectives-consignesdenavigabilite.tc@tc.gc.ca; website: tc.canada.ca/en/aviation.

(4) You may view this material at 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 August 20, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-17615 Filed 8-26-26; 4:15 pm]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-4647; Project Identifier MCAI-2025-01212-R; Amendment 39-23450; AD 2026-17-07]

RIN 2120-AA64

Airworthiness Directives; Leonardo S.p.A. Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Leonardo S.p.A. Model A109A, A109A II, A109C, A109K2, A109E, A119, and AW119 MKII helicopters; and certain Model A109S and AW109SP helicopters. This AD was prompted by a report of an incorrectly installed swashplate duplex bearing (bearing). This AD requires a one-time inspection of the bearing and depending on the result, corrective action. This AD also prohibits the installation of an affected bearing unless certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 2, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 2, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-4647; 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 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, 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-2026-4647.

FOR FURTHER INFORMATION CONTACT:

Evan Weaver, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 518-9297; email: evan.weaver@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 Leonardo S.p.A. Model A109A, A109A II, A109C, A109K2, A109E, A119, and AW119 MKII helicopters, and certain A109S and AW109SP helicopters. The NPRM was published in the **Federal Register** on May 28, 2026 (91 FR 31675). The NPRM was prompted by an MCAI, issued by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2025–0148, dated July 11, 2025 (EASA AD 2025–0148) (also referred to as the MCAI). The MCAI states that there was a report of improper installation of bearing part number 109–0110–35–3. The MCAI further states that relevant investigation determined that the affected bearing was improperly installed during production.

In the NPRM, the FAA proposed to require a one-time inspection of the bearing and depending on the result, corrective action. In the NPRM, the FAA also proposed to prohibit the installation of an affected bearing unless certain requirements are met. The unsafe condition, if not addressed, could result in failure of the bearing and loss of control of the helicopter. 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–2026–4647.

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 2025–0148, which specifies procedures for a one-time visual inspection for proper installation of the bearing. EASA AD 2025–0148 also prohibits installation of the bearing on any helicopter unless the part is new (never previously installed) or has passed an inspection using certain material. 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

Where the MCAI specifies to contact Leonardo for corrective actions, this AD requires repairing an affected part in accordance with a method approved by the FAA, or EASA, or Leonardo S.p.A. EASA Design Organization Approval. The MCAI applies to Leonardo S.p.A. Model A109LUH helicopters, whereas this AD does not because that model does not have an FAA type certificate.

Costs of Compliance

The FAA estimates that this AD affects 227 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
Visual Inspection of swashplate duplex bearing	4 work-hours × \$85 per hour = \$340	\$0	\$340	\$77,180

The extent of repairs that may be needed could vary significantly from helicopter to helicopter. The FAA has no way of determining the cost to correct or repair each helicopter or the number of helicopters that may require repair. The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

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:

2026–17–07 Leonardo S.p.A.: Amendment 39–23450; Docket No. FAA–2026–4647; Project Identifier MCAI–2025–01212–R.

(a) Effective Date

This airworthiness directive (AD) is effective October 2, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.A. Model A109A, A109A II, A109C, A109K2, A109E, A109S, A119, AW109SP and AW119 MKII helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2025–0148, dated July 11, 2025 (EASA AD 2025–0148).

(d) Subject

Joint Aircraft System Component (JASC) Code 6230, Main rotor mast/swashplate.

(e) Unsafe Condition

This AD was prompted by a report of an incorrectly installed swashplate duplex bearing (bearing). The FAA is issuing this AD to detect and correct improper installation of the bearing. The unsafe condition, if not addressed, could result in failure of the bearing and loss of control of the helicopter.

(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 2025–0148.

(h) Exceptions to EASA AD 2025–0148

(1) Where EASA AD 2025–0148 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025–0148 refers to flight hours (FH), this AD requires using hours time-in-service (TIS).

(3) Where paragraph (3) of EASA AD 2025–0148 and the material referenced in EASA AD 2025–0148 specify contacting Leonardo for applicable repair instructions, this AD requires, before further flight, contacting the Manager, International Validation Branch, FAA; or EASA; or Leonardo S.p.A. EASA Design Organization Approval (DOA) for repair instructions and accomplishing those instructions. If approved by the DOA, the approval must include the DOA-authorized signature.

(4) This AD does not adopt the “Remarks” section of EASA AD 2025–0148.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025–0148 specifies to submit certain information to the manufacturer, this AD does not require that action.

(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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to AMOC@faa.gov.

(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.

(k) Additional Information

For more information about this AD, contact Evan Weaver, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 518–9297; email: evan.weaver@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 2025–0148, dated July 11, 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, 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 August 17, 2026.

Paul R. Bernado,

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

[FR Doc. 2026–17581 Filed 8–27–26; 8:45 am]

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

[Docket No. FAA–2026–8789; Project Identifier AD–2026–00678–E; Amendment 39–23454; AD 2026–17–10]

RIN 2120–AA64

Airworthiness Directives; Lycoming Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Lycoming Engines (Lycoming) Model O–235, O–540, and IO–540 engines with a certain piston pin installed. This AD was prompted by several reports of piston pin failure that resulted in metal particulate contamination in the engine oil and engine failure. This AD requires replacement of the affected piston pin with a part eligible for installation and, for certain engines, oil change and visual inspection of the engine oil filter, oil pressure screen, and oil suction screen for metal particulates. This AD also prohibits the installation of an affected piston pin on any engine. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 14, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of September 14, 2026.

The FAA must receive comments on this AD by October 13, 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–2026–8789; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket