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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–3986; Project Identifier MCAI–2025–00224–R; Amendment 39–23448; AD 2026–17–05]

RIN 2120–AA64

Airworthiness Directives; Various 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, EC225LP, AS 365 N3, and AS332L2 helicopters; all Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and EC635T2+ helicopters; all Airbus Helicopters Deutschland GmbH Model MBB–BK 117 C–2, MBB–BK 117 D–2, and MBB–BK 117 D–3 helicopters; and all Leonardo S.p.A. Model AB139, AW109SP, AW139, AW169, and AW189 helicopters. This AD was prompted by reports that certain rescue hoist assemblies may have been equipped with a non-conformant overload clutch assembly. This AD requires replacing each affected rescue hoist assembly with a serviceable rescue hoist assembly. This AD also prohibits installing an affected rescue hoist 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 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–2025–3986; 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–2025–3986.

FOR FURTHER INFORMATION CONTACT: Adam Hein, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4116; email: *adam.hein@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, EC225LP, AS 365 N3, and AS332L2 helicopters; all Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and EC635T2+ helicopters; all Airbus Helicopters Deutschland GmbH Model MBB–BK 117 C–2, MBB–BK 117 D–2, and MBB–BK 117 D–3 helicopters; and all Leonardo S.p.A. Model AB139, AW109SP, AW139, AW169, and AW189 helicopters. The NPRM was published in the **Federal Register** on November 19, 2025 (90 FR 52008). The NPRM was prompted by EASA AD 2025–0051R1, dated May 7, 2025 (EASA AD 2025–0051R1) (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 of the affected rescue hoists reported that certain rescue hoist assemblies may have been equipped, during manufacturing or maintenance, with a non-conformant overload clutch assembly. This condition, if not corrected, could lead to failure of the rescue hoist assembly, which could result in injury to a person being lifted or to persons on the ground.

In the NPRM, the FAA proposed to require replacing each affected rescue hoist assembly with a serviceable rescue hoist assembly and prohibiting installation of an affected rescue hoist assembly unless certain requirements are met.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–3986.

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 Justify Forgoing Notice and Comment or Issue an NPRM

The Citizens Rulemaking Alliance asserted the FAA has not adequately justified use of the good cause exception to bypass notice and comment along with the 30-day delayed effective date and must, at a minimum, provide an explanation why a brief comment period was impracticable. The commenter requested that the FAA place in the docket the accident/incident data, risk models, engineering analyses, and any flight-hour exposure calculations used to justify good cause and the shortened effective date. If those data do not demonstrate justification for finding good cause to bypass notice and comment procedures, the commenter requested that the FAA either convert this action to an NPRM allowing comment on non-emergency portions, or limit immediate effectiveness to the subset of configurations and operating environments showing elevated risk.

The FAA notes that 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, the FAA did not change this AD as a result of this comment.

Request To Comply With the Paperwork Reduction Act (PRA)

The Citizens Rulemaking Alliance requested that the FAA clarify whether the proposed AD requires reporting. If reporting is required, the commenter requested that the FAA revise the proposed AD to comply with the PRA or suspend the reporting requirement until PRA requirements are satisfied.

The FAA notes that paragraph (i) of this AD specifies that 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 Make Incorporation by Reference (IBR) Materials Reasonably Available

The Citizens Rulemaking Alliance stated that the FAA's current practices for IBR of service information fail to meet the legal and regulatory standards for reasonable availability. The commenter called on the FAA to provide all IBR materials freely and electronically to the public. Alternatively, the commenter requested that complete copies of all IBR materials be placed in the rulemaking docket and that physical locations where those copies may be inspected be identified. Further, the commenter requested that the FAA confirm that the Director of the Federal Register's approval of materials incorporated by reference was predicated on actual reasonable availability in practice.

The FAA's practices comply with 5 U.S.C. 552(a) of the Administrative Procedure Act and 1 CFR part 51. 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 notes that this AD incorporates by reference EASA AD 2025–0051R1, not the manufacturer service information referenced in that EASA AD. The FAA posted EASA AD 2025–0051R1 to the AD docket when the NPRM was published in the **Federal Register**. The material referenced in EASA AD 2025–0051R1 may only be posted before the final rule's publication if it is already publicly available or if there is written consent from the owner of that material. Additionally, the FAA provided notice in the NPRM that the material referenced in EASA AD 2025–0051R1 will be available in the AD docket after this AD is published. The FAA did not change this AD as a result of this comment.

Request To Consider Impact on Small Entities

The Citizens Rulemaking Alliance requested that the FAA prepare an initial regulatory flexibility analysis that takes into account parts, labor, aircraft downtime, and specific small entity impacts. Additionally, the commenter requested that the FAA adopt less burdensome alternatives for small operators, such as conditional AMOC alternatives, phased compliance, and flexible compliance intervals. Further, the commenter requested that the FAA add an explicit statement whether the Unfunded Mandates Reform Act (UMRA) applies to the proposed AD.

The FAA has considered the AD's impact on small entities and provides the following factual basis for its Regulatory Flexibility Act (RFA) certification.

The Regulatory Flexibility Act of 1980, Public Law 96–354, 94 Stat. 1164 (5 U.S.C. 601–612), as amended by the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121, 110 Stat. 857, Mar. 29, 1996) and the Small Business Jobs Act of 2010 (Pub. L. 111–240, 124 Stat. 2504 Sept. 27, 2010), 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.

Small Entities to Which This AD Applies

FAA used the definition of small entities in the RFA for this analysis. The RFA defines small entities as small businesses, small governmental jurisdictions, or small organizations. In 5 U.S.C. 601(3), the RFA defines ''small business'' to have the same meaning as ''small business concern'' under section 3 of the Small Business Act. The Small Business Act authorizes the Small Business Administration (SBA) to define ''small business'' by issuing regulations.

SBA has established size standards for various types of economic activities, or industries, under the North American Industry Classification System (NAICS). These size standards generally define small businesses based on the number of employees or annual receipts. The SBA definition of a small business applies to the parent company and all affiliates as a single entity. The following table provides the SBA size standards for all industries with at least one impacted entity. Note that the FAA does not have entity data on 3 of the 858 affected helicopters, and those helicopters with missing entity data are excluded from this analysis.

SMALL BUSINESS SIZE STANDARDS

NAICS code	Description	Size standard
211120	Crude Petroleum Extraction	1,250 employees.
237110	Water and Sewer Line and Related Structures Construction/Well Drilling	$45,000,000 in annual revenue.
325412	Pharmaceutical Preparation Manufacturing	1,300 employees.
336411	Aircraft Manufacturing	1,500 employees.
423860	Transportation Equipment Wholesalers	175 employees.
454110	Electronic Shopping and Mail-Order Houses	$47,000,000 in annual revenue.
481211	Nonscheduled Chartered Helicopter & Air Transportation	1,500 employees.
488190	Other Support Activities for Air Transportation	$40,000,000 in annual revenue.

SMALL BUSINESS SIZE STANDARDS—Continued

NAICS code	Description	Size standard
522220	Sales Financing	$47,000,000 in annual revenue.
524113	Direct Life Insurance Carriers	1,500 employees.
524126	Direct Property and Casualty Insurance Carriers	1,500 employees.
531120	Lessors of Nonresidential Buildings	$34,000,000 in annual revenue.
532411	Commercial Air Transportation Equipment Rental and Leasing	$45,500,000 in annual revenue.
541330	Engineering Services	$25,500,000 in annual revenue.
541614	Process, Physical Distribution, and Logistics Consulting Services	$24,500,000 in annual revenue.
551111	Offices of Bank Holding Companies/Investment Offices	$40,000,000 in annual revenue.
551114	Corporate Managing Offices	$34,000,000 in annual revenue.
561730	Landscaping Services/Utility Right-of-Way Clearing	$9,500,000 in annual revenue.
611512	Flight Training	$34,000,000 in annual revenue.
621910	Ambulance & Medical Air Transport Services	$22,500,000 in annual revenue.
624120	Services for the Elderly and Persons with Disabilities	$14,000,000 in annual revenue.
921150	American Indian and Alaska Native Tribal Governments	No size standard.
922120	Police Protection	No size standard.
922160	Fire Protection	No size standard.
927110	Space Research and Technology	No size standard.
928110	National Security	No size standard.

To identify small entities, the FAA first identified the primary NAICS of the entity or parent company, and then used data from different sources (*e.g.,* company annual reports, Bureau of Transportation Statistics) to determine whether the entity meets the applicable size standard. The FAA provides the estimated number of small entities affected by this AD:

ESTIMATED NUMBER OF SMALL ENTITIES

Category	Number of entities	Number of affected aircraft	Number of small entities	Percent small entities
Crude Petroleum Extraction	1	11	0	0
Water and Sewer Line and Related Structures Construction/Well Drilling	1	1	1	100
Pharmaceutical Preparation Manufacturing	3	5	0	0
Aircraft Manufacturing	4	6	3	75
Transportation Equipment Wholesalers	1	1	1	100
Electronic Shopping and Mail-Order Houses	1	2	0	0
Nonscheduled Chartered Helicopter & Air Transportation	97	345	21	22
Other Support Activities for Air Transportation	3	9	3	100
Sales Financing	3	3	0	0
Direct Life Insurance Carriers	1	1	0	0
Direct Property and Casualty Insurance Carriers	1	1	0	0
Lessors of Nonresidential Buildings	1	1	0	0
Commercial Air Transportation Equipment Rental and Leasing	2	2	1	50
Engineering Services	1	1	1	100
Process, Physical Distribution, and Logistics Consulting Services	1	1	1	100
Offices of Bank Holding Companies/Investment Offices	1	1	0	0
Corporate Managing Offices	4	6	1	25
Landscaping Services/Utility Right-of-Way Clearing	1	1	1	100
Flight Training	1	1	1	100
Ambulance & Medical Air Transport Services	34	376	2	6
Services for the Elderly and Persons with Disabilities	1	1	1	100
American Indian and Alaska Native Tribal Governments	1	4	0	0
Police Protection	12	35	0	0
Fire Protection	2	9	0	0
Space Research and Technology	1	3	0	0
National Security	2	28	0	0

Projected Reporting, Recordkeeping, and Other Compliance Requirements

The FAA estimates the affected entities will incur a compliance cost of $46,913 per helicopter. 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. The following table displays the estimated compliance costs per small entity.

COST OF COMPLIANCE PER SMALL ENTITY

Affected entity	Revenue	Number of affected aircraft	Estimated AD cost	Cost as a percent of revenue
Aero Asset USA Inc	$860,000	1	$46,913	5.46
Agustawestland Philadelphia Corp	50,000,000	1	46,913	0.09
Air Center Helicopters	10,250,000	23	1,078,999	10.53
Airbus Helicopters Inc	101,730,000	1	46,913	0.05
Altair Helicopter Service LLC	16,740,000	1	46,913	0.28
Analar Corp	301,610	2	93,826	31.11
Arrow Aviation Co. LLC	22,400,000	4	187,652	0.84
Blueberry Aviation	65,300,000	1	46,913	0.07
Brim Aviation	110,210	1	46,913	42.57
Brunner Aerospace LLC	700,000	1	46,913	6.70
Careflight (Ohio)	13,000,000	2	93,826	0.72
Classic Helicopter Service	194,940	2	93,826	48.13
Coldstream Helicopters	1,880,000	1	46,913	2.50
Eurotec Vertical Flight Solutions LLC	4,960,000	4	187,652	3.78
Flo Sun Aircraft Inc	143,710	1	46,913	32.64
Guardian Helicopters Inc. (Alberta)	2,810,000	1	46,913	1.67
Guardian Helicopters Inc. (CA)	3,600,000	1	46,913	1.30
Heli-1 Corporation	12,510,000	2	93,826	0.75
HeliService USA	5,360,000	6	281,478	5.25
Helistream Inc	3,480,000	2	93,826	2.70
Hillsboro Aviation Inc	15,290,000	1	46,913	0.31
Leonardo (AgustaWestland) Philadelphia Corp	50,000,000	3	140,739	0.28
Lobo Leasing	6,400,000	1	46,913	0.73
Logistics Business Services LLC	10,000,000	1	46,913	0.47
Maritime Helicopters	4,530,000	1	46,913	1.04
McDermott Aviation Pty Ltd	40,430,000	4	187,652	0.46
Metro Aviation Inc (Louisiana)	102,000,000	98	4,597,474	4.51
Milwaukee Regional Medical Center Inc	14,000,000	1	46,913	0.34
Mountain G Enterprises Inc	5,700,000	1	46,913	0.82
National Test Pilot School	23,500,000	1	46,913	0.20
PHI Aviation	760,000,000	20	938,260	0.12
Precision Helicopter Inc. (Oregon)	5,000,000	4	187,652	3.75
Rotortrade	1,720,000	1	46,913	2.73
Seven Bar Flying Services Inc	5,430,000	2	93,826	1.73
Soloy Helicopters LLC	4,800,000	1	46,913	0.98
Sweet Helicopters	600,000	4	187,652	31.28
Y Recreation & Therapy LLC	267,400	1	46,913	17.54
Youngquist Brothers	35,000,000	1	46,913	0.13

Significant Alternatives Considered

FAA evaluated the alternative of not promulgating this AD but ultimately deemed that this alternative would create a significant safety hazard. This AD was prompted by reports that certain rescue hoist assemblies may have been equipped with, during manufacturing or maintenance, a non-conformant overload clutch assembly. This AD requires replacing each affected rescue hoist assembly with a serviceable rescue hoist assembly. This AD also prohibits installing an affected rescue hoist assembly unless certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

Request To Provide the Regulatory Evaluation

The Citizens Rulemaking Alliance requested that the FAA add to the AD docket a revised cost analysis of the proposed AD that includes downtime, mission disruption, and reasonable scheduling/operational impacts and organize the analysis by type certificate holder or mission profile, as appropriate.

The FAA's practice is to add the regulatory evaluation of the proposed AD in the NPRM, not as a separate document in the AD docket.

In the Costs of Compliance section of the NPRM, the FAA disclosed the estimated number of work hours, the number of helicopters affected on the U.S. registry, estimated parts cost, and the aggregate costs for the U.S. fleet. The FAA has further clarified those costs in this final rule. The FAA recognizes that operators might incur additional costs, such as helicopter downtime. However, the FAA cannot quantify these costs. Since the FAA provided the total known costs in the NPRM, as further clarified by this final rule, and the commenter did not provide additional information for the FAA to consider in its analysis, it is not necessary to provide additional information in the AD docket.

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.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0051R1. This material identifies the affected rescue hoist assemblies and specifies procedures for replacing the affected rescue hoist assembly with a serviceable rescue hoist assembly. EASA AD 2025–0051R1 also prohibits installing an affected rescue hoist assembly 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 applies to Airbus Helicopters Model EC 175 B helicopters, Airbus Helicopters Deutschland GmbH Model EC635 P2+, EC635 P3, EC635 T1, and EC635 T3 helicopters, and Airbus Helicopters Deutschland GmbH Model MBB–BK 117 D–3m helicopters, whereas this AD does not because those models do not have an FAA type certificate.

Costs of Compliance

The FAA estimates that this AD affects 858 helicopters of U.S. registry.

The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost [1]	Parts cost	Cost per product	Cost on U.S. operators
Replace rescue hoist assembly.	4 work-hours × $85 per hour = $340.	$46,573	$46,913	$40,251,354

[1] The FAA estimated operators will incur $85 in costs per work hour, which is the weighted average fiscal year (FY) 2026 fully loaded wage of an aircraft mechanic ($69.85) working 60 percent of the work hours and a general and operations manager ($108.15) working 40 percent of the work hours. The FAA estimated these wages by taking the average of the FY 2024 Bureau of Labor Statistics (BLS) air transportation industry average wage for aircraft mechanics and general and operations managers (See: Occupational Employment and Wage Statistics Query System, BLS (May 2024), *data.bls.gov/oes/*); multiplying each wage by a fringe benefit factor of 1.42 (See: Employer Cost for Employee Compensation—December 2024, BLS (2024), *bls.gov/news.release/archives/ecec_03142025.pdf*); and adjusting these 2024 wages to 2026 dollars using an implicit Gross Domestic Product (GDP) Price Deflator of 2.8% (See: Gross Domestic Product: Implicit Price Deflator, FRED (2026) *fred.stlouisfed.org/series/GDPDEF*).

The FAA has included all known costs in its cost estimate. The FAA recognizes that operators might incur additional costs, such as helicopter downtime. However, the FAA cannot quantify these costs. 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:

2026–17–05 Various Helicopters: Amendment 39–23448; Docket No. FAA–2025–3986; Project Identifier MCAI–2025–00224–R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all helicopters identified in paragraphs (c)(1) through (4) of this AD, certificated in any category.

(1) Airbus Helicopters Model H160–B, EC225LP, AS 365 N3, and AS332L2 helicopters.

(2) Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and EC635T2+ helicopters.

(3) Airbus Helicopters Deutschland GmbH Model MBB–BK 117 C–2, MBB–BK 117 D–2, and MBB–BK 117 D–3 helicopters.

Note 1 to paragraph (c)(3): Helicopters with a Model MBB–BK 117 C–2e designation are Model MBB–BK 117 C–2 helicopters.

(4) Leonardo S.p.A. Model AB139, AW109SP, AW139, AW169, and AW189 helicopters.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports that certain rescue hoist assemblies may have been equipped, during manufacturing or maintenance, with a non-conformant overload clutch assembly. The FAA is issuing this AD to prevent failure of the rescue hoist assembly. The unsafe condition, if not addressed, could lead to failure of the rescue hoist assembly, which could result in injury to a person being lifted or to persons on the ground.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2025–0051R1, dated May 7, 2025 (EASA AD 2025–0051R1).

(h) Exceptions to EASA AD 2025–0051R1

(1) Where EASA AD 2025–0051R1 refers to March 14, 2025 (the effective date of EASA AD 2025–0051, dated February 28, 2025), this AD requires using the effective date of this AD.

(2) Where the definition of affected part in EASA AD 2025–0051R1 refers to ''the ASB'', for this AD, replace that text with ''the applicable original issue of the alert service bulletins listed in Ref. Publications''.

(3) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0051R1.

(i) No Reporting or Returning of Parts

Although the material referenced in EASA AD 2025–0051R1 specifies submitting certain information and returning parts to the manufacturer for rework, this AD does not require those actions.

(j) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished provided that the rescue hoist is not used.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (l) of this AD and email to: *AMOC@faa.gov.*

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(l) Additional Information

For more information about this AD, contact Adam Hein, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4116; email: *adam.hein@faa.gov.*

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2025–0051R1, dated May 7, 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 14, 2026.

Paul R. Bernado,

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

[FR Doc. 2026–17583 Filed 8–27–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–0018; Project Identifier MCAI–2025–01384–A; Amendment 39–23424; AD 2026–15–12]

RIN 2120–AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Pilatus Aircraft Ltd. (Pilatus) Model PC–12/47E airplanes. This AD was prompted by a report that the emergency exit door could not be opened from inside an airplane. This AD requires modification of the passenger service unit (PSU) trim panel if dual lock fastener tapes are not installed. This AD also prohibits the installation of affected parts. 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–2026–0018; 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, 1100 Main, Kansas City, MO 64105. 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–2026–0018.

FOR FURTHER INFORMATION CONTACT: Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: *doug.rudolph@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 Pilatus Model PC–12 airplanes. The NPRM was published in the **Federal Register** on January 21, 2026 (91 FR 2512). The NPRM was prompted by EASA AD 2025–0182, dated August 25, 2025 (EASA AD 2025–0182) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union, to correct an unsafe condition on certain Pilatus Model PC–12/47E airplanes. The MCAI states there was a report that the emergency exit door could not be opened from inside an airplane. Further investigation revealed that incorrect installation of the PSU trim panel, which is installed above the emergency exit door, could block the opening of the emergency exit if the PSU trim panel is positioned too far inboard.

In the NPRM, the FAA proposed to require a visual inspection of the PSU trim panel for dual lock fastener tapes and modification if dual lock fastener