



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-2284; Project Identifier MCAI-2026-00071-R; Amendment 39-23275; AD 2026-05-02]

RIN 2120-AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters. This AD was prompted by a report of the loss of the horizontal stabilizer during flight. This AD requires initially inspecting the removed horizontal stabilizer, inspecting the tightening torque, and measuring the attachment holes, bracket, and tube assembly and if necessary performing corrective actions. This AD also requires repetitively inspecting the horizontal stabilizer while not removed, and if necessary performing corrective actions. This AD also prohibits installing an affected horizontal stabilizer unless certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective [INSERT DATE 15 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of [INSERT DATE 15 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

The FAA must receive comments on this AD by [INSERT DATE 45 DAYS

AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

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](https://www.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](https://www.regulations.gov) under Docket No. FAA-2026-2284; 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.

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, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-2284.

FOR FURTHER INFORMATION CONTACT: Carl Franklin, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222-5291; email: carl.j.franklin@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-2026-2284; Project Identifier MCAI-2026-00071-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 Carl Franklin, 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.

Background

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA Emergency AD 2026-0015-E, dated January 22, 2026 (EASA Emergency AD 2026-0015-E) (also referred to as the MCAI), to correct an unsafe condition on Airbus Helicopters Model AS 332 C, AS 332 C1, AS 332 L, AS 332 L1, AS 332 L2, and EC 225 LP helicopters. The MCAI states a report was received of an incident where Airbus Model EC 225 LP helicopter suffered a loss of the horizontal stabilizer during flight. The MCAI further states due to design similarity, Model AS 332 helicopters might also be affected. The MCAI states that EASA considers the MCAI an interim action.

The FAA is issuing this AD to prevent the loss of the horizontal stabilizer. The unsafe condition, if not addressed, could result in the loss of control of the helicopter.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-2284.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA Emergency AD 2026-0015-E, which specifies procedures for an initial visual inspection of horizontal stabilizer, part number (P/N) 332A1310XXXX (manufacturer P/N 332A13-10XX-XX) for AS 332 helicopters (where “XXXX” or “XX-XX” represents any numerical sequence); and metallic horizontal stabilizers, any P/N for EC 225 helicopters. EASA Emergency AD 2026-0015-E specifies that the initial inspection includes removing the horizontal stabilizer from the helicopter, inspecting the flange for cracks, inspecting the tightening torque on the nut

that attaches the tube assembly and the horizontal stabilizer, and measuring the ovalization of the attachment holes and the diameter of horizontal stabilizer internal bracket and the end of the tube assembly. Depending on the results of the inspections, EASA Emergency AD 2026-0015-E specifies contacting Airbus Helicopters for repair instructions.

Additionally, EASA Emergency AD 2026-0015-E specifies procedures for repetitive inspections, without the horizontal stabilizer removed, which include borescope inspecting the horizontal stabilizer for cracks, nicks, or corrosion and depending on the inspection results, contacting Airbus Helicopters for repair instructions.

EASA Emergency AD 2026-0015-E also specifies that an affected part may be installed on a helicopter, if it is a new part (not previously installed on any helicopter) and concurrently with the installation, the part passed an inspection (no damage detected) as required by EASA Emergency AD 2026-0015-E.

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.

FAA's Determination

These products have been approved by the civil aviation authority (CAA) 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 is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

AD Requirements

This AD requires accomplishing the actions specified in EASA Emergency AD 2026-0015-E, described previously, as incorporated by reference, except for any

differences identified as exceptions in the regulatory text of this proposed AD. See “Differences Between this AD and the MCAI” for a discussion of these differences.

Differences Between this AD and the MCAI

Where the MCAI specifies contacting Airbus Helicopters for repair instructions or corrective actions, this AD requires using a method approved by the FAA, EASA, or Airbus Helicopters’ EASA Design Organization Approval.

Interim Action

The FAA considers that this AD is an interim action. If final action is later identified, the FAA might consider further rulemaking.

Explanation of Required Compliance Information

In the FAA's ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some CAA ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA incorporates EASA Emergency AD 2026-0015-E by reference in the FAA final rule. This AD requires compliance with EASA Emergency AD 2026-0015-E in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this AD. Using common terms that are the same as the heading of a particular section in EASA Emergency AD 2026-0015-E does not mean that operators need comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA Emergency AD 2026-0015-E. Material required by EASA Emergency AD 2026-0015-E for compliance will be available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-2284 after the FAA final rule is published.

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 dispense with notice and comment procedures for rules 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.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because the separation of the horizontal stabilizer in flight, if not addressed, could result in the loss of control of the helicopter. The actions required by this AD must be accomplished within 20 hours time in-service or 30 days, whichever occurs first after the effective date of this AD. This compliance time in this AD is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, 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, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

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 the FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 44 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
Initial inspection	8 work-hours x \$85 per hour = \$680	\$0	\$680	\$29,920
Recurring inspections	2 work-hours x \$85 per hour = \$170	\$0	\$170	\$7,480

The FAA has received no definitive data on which to base the cost estimates for the on-condition repairs specified in this 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 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, 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 adding the following new airworthiness directive:

2026-05-02 Airbus Helicopters: Amendment 39-23275; Docket No. FAA-2026-2284; Project Identifier MCAI-2026-00071-R.

(a) Effective Date

This airworthiness directive (AD) is effective [INSERT DATE 15 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5510, Horizontal stabilizer structure.

(e) Unsafe Condition

This AD was prompted by a report of the loss of the horizontal stabilizer during flight. The FAA is issuing this AD to prevent the loss of the horizontal stabilizer on certain helicopters. The unsafe condition, if not addressed, could result in the 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, European Union Aviation Safety Agency (EASA) Emergency AD 2026-0015-E, dated January 22, 2026 (EASA Emergency AD 2026-0015-E).

(h) Exceptions to EASA Emergency AD 2026-0015-E

(1) Where EASA Emergency AD 2026-0015-E refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA Emergency AD 2026-0015-E requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where the material referenced in EASA Emergency AD 2026-0015-E specifies “check”, this AD requires replacing that text with “inspection”.

(4) Where paragraph (3) of EASA Emergency AD 2026-0015-E and the material referenced in EASA Emergency AD 2026-0015-E states “contact AH [Airbus Helicopters] for approved repair instructions and within the compliance time specified therein”, this AD requires replacing that text with “repair any discrepancy before further

flight, using a method approved by the Manager, International Validation Branch, FAA, or EASA; or Airbus Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(5) Where the material referenced in EASA Emergency AD 2026-0015-E specifies "cracks", this AD requires replacing that text with "cracks, nicks or corrosion".

(6) This AD does not adopt the "Remarks" section of EASA Emergency AD 2026-0015-E.

(i) No Reporting Requirement

Although the material referenced in EASA Emergency AD 2026-0015-E specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permits

Special flight permits are prohibited for the initial inspection.

(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 (1) 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 Carl Franklin, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817)

222-5291; email: carl.j.franklin@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) Emergency AD 2026-0015-E, dated January 22, 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 February 23, 2026.

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

[FR Doc. 2026-04168 Filed: 3/2/2026 8:45 am; Publication Date: 3/3/2026]