

authority head in accordance with this section. A notice of appeal shall be accompanied by a written brief specifying exceptions to the decision and reasons supporting the exceptions.

(i) A notice of appeal may be filed at any time within 30 days after the presiding officer issues the decision.

(ii) The authority head may extend the initial 30-day period for an additional 30 days if the defendant files with the authority head a request for an extension within the initial 30-day period and shows good cause.

(2) The reviewing official's representative or other designated agency official may file a brief in opposition to the notice of appeal within 30 days of receiving the notice of appeal and accompanying brief.

(3) The authority head's review will occur within the limitations noted in 31 U.S.C. 3803(i)(2)(B) and (C). There is no right to appear personally before the authority head.

(e) *Judicial review.* Section 3805 of title 31, United States Code authorizes judicial review by an appropriate United States District Court of a final decision of the authority head imposing penalties and/or assessments under this part and specifies the procedures for such review.

(f) *Collection.* Sections 3806 and 3808(b) of title 31, United States Code, authorize actions for collection of civil penalties and assessments imposed under this part and specify the procedures for such actions.

Dated: July 21, 2026.

Andrew Smith,

Records Officer.

[FR Doc. 2026-14959 Filed 7-22-26; 8:45 am]

BILLING CODE 6690-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-7227; Project Identifier MCAI-2025-01754-R]

RIN 2120-AA64

Airworthiness Directives; Bell Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2022-20-11, which applies to certain Bell Textron Canada Limited Model 429 helicopters. AD 2022-20-11 requires

visually inspecting the external surface of the tail rotor (TR) gearbox support assembly, borescope inspecting or visually inspecting the inside of the tail boom, and performing a tactile inspection. Depending on the results of the inspections, AD 2022-20-11 requires removing certain rivets from service or repairing gaps in accordance with an approved method. Since the FAA issued AD 2022-20-11, the manufacturer determined the repetitive inspection interval needs to be reduced. This proposed AD would require the same actions as AD 2022-20-11 and would reduce the inspection interval. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by September 8, 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](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-2026-7227; 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 NPRM, 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 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.

- 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.

FOR FURTHER INFORMATION CONTACT: Soban Saeed, Aviation Safety Engineer,

FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946-4123; email: soban.saeed@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under **ADDRESSES**. Include "Docket No. FAA-2026-7227; Project Identifier MCAI-2025-01754-R" at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, 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 the proposal 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](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

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 NPRM 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 NPRM, 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 NPRM. Submissions containing CBI should be sent to Soban Saeed, 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

The FAA issued AD 2022-20-11, Amendment 39-22195 (87 FR 64152, October 24, 2022) (AD 2022-20-11), for certain Bell Textron Canada Limited Model 429 helicopters. AD 2022-20-11 was prompted by Transport Canada AD

CF–2021–15, dated April 14, 2021 (Transport Canada AD CF–2021–15), issued by Transport Canada, which is the aviation authority for Canada. Transport Canada issued Transport Canada AD CF–2021–15 to correct an unsafe condition identified as multiple in-service reports of failed rivets at the joint between the tail boom skin and the TR gearbox support assembly part number (P/N) 429–034–701–101 or P/N 429–035–705–101.

AD 2022–20–11 requires, for certain serial-numbered helicopters, an initial and repetitive visual inspection of the rivets at the TR gearbox support assembly for signs of any missing or separated rivet tails, any rivet tails resting at the bottom of the tail boom, and any rivet tails not resting against the tail boom skin. AD 2022–20–11 also requires measuring any gaps between the TR gearbox support assembly and the tailboom skin.

The FAA issued AD 2022–20–11 to detect failed rivets and rivets with inadequate grip length. The unsafe condition, if not addressed, could result in deterioration of the joint structural integrity, detachment of the TR gearbox support assembly, and loss of helicopter control.

Actions Since AD 2022–20–11 Was Issued

Since the FAA issued AD 2022–20–11, Transport Canada superseded Transport Canada AD CF–2021–15 and issued Transport Canada AD CF–2025–60R1, dated January 28, 2026 (Transport Canada AD CF–2025–60R1) (also referred to as the MCAI). The MCAI states that, following reports of numerous failed rivets that were found within the repetitive inspection interval, the manufacturer determined the frequency of repetitive inspections needs to be increased until a terminating action is introduced.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–7227.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Transport Canada AD CF–2025–60R1, which specifies procedures for an initial and repetitive general visual inspections and detailed inspections of the affected rivets at the joint between the tailboom skin and the TR gearbox support assembly.

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 NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in Transport Canada AD CF–2025–60R1, except for any differences identified as exceptions in the regulatory text of this proposed AD. See “Differences Between this Proposed AD and the MCAI, and the Referenced Material” for a discussion of the general differences included in this proposed AD.

Differences Between This Proposed AD, the MCAI, and the Referenced Material

Where the material referenced in Transport Canada AD CF–2025–60R1,

specifies to obtain an approved Bell structural repair scheme to repair any gaps, this proposed AD requires repairing those gaps in accordance with a method approved by the Manager, International Validation Branch, FAA; or Transport Canada; or Bell Textron Canada Limited’s Transport Canada Design Approval Organization (DAO).

Interim Action

The FAA considers that this proposed AD would be 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 proposes to incorporate Transport Canada AD CF–2025–60R1 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with Transport Canada AD CF–2025–60R1 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Material required by Transport Canada AD CF–2025–60R1 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–7227 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 147 helicopters of U.S. registry.

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

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Visual inspection	1 work-hour × \$85 per hour = \$85	\$0	\$85 per inspection ...	\$12,495 per inspection.
Borescope inspection	1 work-hour × \$85 per hour = \$85	0	\$85 per inspection ...	\$12,495 per inspection.
Tactile inspection	1 work-hour × \$85 per hour = \$43	0	\$85 per inspection ...	\$12,495 per inspection.

The FAA estimates the following costs to do any repairs that would be

required based on the results of the proposed inspection. The agency has no

way of determining the number of helicopters that might need this repair:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Measure gap ..	1 work-hour × \$85 per hour = \$85	\$0	\$85 per inspection.
Replace rivet ..	1 work-hour × \$85 per hour = \$85 (per rivet)	Up to \$22 (per rivet)	Up to \$9,416 (per helicopter).

The FAA has no way to determine the cost estimate of repairing a gap using a method approved by the Manager, International Validation Branch, FAA; Transport Canada; or Bell Textron Canada Limited's Transport Canada DAO.

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

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 the proposed regulation:

(1) Is not a "significant regulatory action" under Executive Order 12866,

(2) Would not affect intrastate aviation in Alaska, and

(3) Would 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 Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by:

- a. Removing Airworthiness Directive 2022–20–11, Amendment 39–22195 (87 FR 64152, October 24, 2022); and
- b. Adding the following new airworthiness directive:

Bell Textron Canada Limited: Docket No. FAA–2026–7227; Project Identifier MCAI–2025–01754–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by September 8, 2026.

(b) Affected ADs

This AD replaces AD 2022–20–11, Amendment 39–22195 (87 FR 64152, October 24, 2022).

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 429 helicopters, certificated in any category, as identified in Transport Canada AD CF–2025–60R1, dated January 28, 2026 (Transport Canada AD CF–2025–60R1).

(d) Subject

Joint Aircraft System Component (JASC) Code 5302, Rotorcraft tail boom.

(e) Unsafe Condition

This AD was prompted by reports of failed rivets between the tail boom skin and the tail rotor (TR) gearbox support assembly. The FAA is issuing this AD to detect and correct failed rivets and rivets with inadequate grip length. The unsafe condition, if not addressed, could result in deterioration of the joint structural integrity, detachment of the TR gearbox support assembly and 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 AD CF–2025–60R1.

(h) Exceptions to Transport Canada AD CF–2025–60R1

(1) Where Transport Canada AD CF–2025–60R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF–2025–60R1 requires compliance in terms of air time, this AD requires using hours time-in-service.

(3) Where paragraphs (1), (2), and (3) of Part II of Transport Canada AD CF–2025–60R1 specifies "since the last inspection in

accordance with Part I or Part II of AD CF–2021–15 or Part I of this AD", for this AD replace that text with "since the last inspection in accordance with Part I of this AD".

(4) Where the material referenced in Transport Canada AD CF–2025–60R1 specifies "tactile check", this AD requires replacing that text with "tactile inspection".

(5) Where the material referenced in Transport Canada AD CF–2025–60R1 specifies to submit a structural repair request, this AD requires repairing any gaps and replace rivets in accordance with a method approved by the Manager, International Validation Branch, FAA; or Transport Canada; or Bell Textron Canada Limited's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(i) No Reporting Requirement

Although the material referenced in Transport Canada AD CF–2025–60R1 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(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 Soban Saeed, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4123; email: soban.saeed@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) Transport Canada AD CF–2025–60R1, dated January 28, 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. You may view this material on the Transport Canada website at 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 July 20, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-14881 Filed 7-22-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-7226; Project Identifier MCAI-2025-01346-R]

RIN 2120-AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all Airbus Helicopters (AH) Model EC130B4 helicopters. This proposed AD was prompted by reports of weaknesses in the locking mechanisms on the left-hand side swinging and sliding door. This proposed AD would require modifying the swinging door star support and sliding door star support stringer. This proposed AD would also prohibit installing an affected composite door on any helicopter unless certain requirements are met. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by September 8, 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-2026-7226; 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 NPRM, 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 proposed 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.

FOR FURTHER INFORMATION CONTACT:

Thanh Tran, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (562) 275-5304; email: thanh.b.tran@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under **ADDRESSES**. Include “Docket No. FAA-2026-7226; Project Identifier MCAI-2025-01346-R” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, 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 proposal 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 NPRM.

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 NPRM 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 NPRM, 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 NPRM. Submissions containing CBI should be sent to Peter Schmitt, 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

The FAA issued AD 2020-25-11, Amendment 39-21353 (85 FR 81376, December 16, 2020) (AD 2020-25-11), for certain AH Model EC120B and Model EC130B4 helicopters. AD 2020-25-11 was prompted by an AD originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2020-0095, dated April 29, 2020 (EASA AD 2020-0095), to correct an unsafe condition for certain AH Model EC 120 B and Model EC 130 B4 helicopters. EASA AD 2020-0095 states that several incidents on the left-hand side swing and sliding doors have revealed some weaknesses in the locking mechanism. The results of the subsequent investigation identified a sliding door star support failure, which could inhibit the operation of the sliding door from the inside and delay the evacuation of passengers during an emergency.

AD 2020-25-11 requires modifying the sliding door star support stringer on certain AH Model EC120B and AH Model EC130B4 helicopters. The FAA issued AD 2020-25-11 to address failure of the sliding door star support, which could inhibit the operation of the sliding door from the inside and delay the evacuation of passengers during an emergency.