

§ 39.13 [Amended]**■ 2. The FAA amends § 39.13 by:**

■ a. Removing Airworthiness Directive (AD) AD 2025–06–01, Amendment 39–22989 (90 FR 12457, March 18, 2025); and

■ b. Adding the following new AD:

2026–15–14 Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.): Amendment 39–23426; Docket No. FAA–2026–1336; Project Identifier MCAI–2025–00254–T.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2025–06–01, Amendment 39–22989 (90 FR 12457, March 18, 2025) (AD 2025–06–01).

(c) Applicability

This AD applies to Airbus Canada Limited Partnership (Type Certificate previously held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Model BD–500–1A10 and BD–500–1A11 airplanes, certificated in any category, as identified in Transport Canada AD CF–2025–12, dated March 4, 2025 (Transport Canada AD CF–2025–12).

(d) Subject

Air Transport Association (ATA) of America Code 73, Engine fuel and control.

(e) Unsafe Condition

This AD was prompted by a design review that discovered software protection logic for potential large leaks from the engine bleed duct inside the engine core compartments was partially impaired. Under certain large leak conditions (e.g., a duct burst at a specific portion of the engine's bleed ducting), Pratt & Whitney's PW1500G engine's electronic engine control (EEC) would not transmit the necessary information to the aircraft controller to automatically isolate the opposite engine from the leak path in the bleed system. In addition, since AD 2025–06–01 was issued, the FAA determined the installation of an engine EEC software update must be done to address the unsafe condition. The FAA is issuing this AD to address the unsafe condition which, if not addressed, could result in dual engine failure.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada AD CF–2025–12.

(h) Exceptions to Transport Canada AD CF–2025–12

(1) Where Transport Canada AD CF–2025–12 refers to September 10, 2024 (the effective date of Transport Canada AD CF–2024–30, dated August 27, 2024), this AD requires using April 22, 2025 (the effective date of AD 2025–06–01).

(2) Where Transport Canada AD CF–2025–12 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph B. of part I of Transport Canada AD CF–2025–12 specifies to “inform all flight crews of these changes in the AFM procedures and thereafter operate the aeroplane accordingly,” this AD does not require those actions as those actions are already required by existing FAA operating regulations (see 14 CFR 91.9, 14 CFR 91.505, and 14 CFR 121.137).

(4) Where the material referenced in Transport Canada AD CF–2025–12 specifies to replace or modify the EEC to update the EEC software to version 2.12.1, this AD requires modifying or replacing the EEC to update the EEC software to version 2.12.1 or later approved version.

(i) No Reporting Requirement

Although the material referenced in Transport Canada AD CF–2025–12 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, AIR–520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: AMOC@faa.gov.

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(ii) AMOCs approved previously for AD 2025–06–01 are approved as AMOCs for the corresponding provisions of Transport Canada AD CF–2025–12 that are required by paragraph (g) of this AD.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or Transport Canada; or Airbus Canada Limited Partnership's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(k) Additional Information

For more information about this AD, contact Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des

Moines, WA 98198; phone: 907–271–5844; email: erica.e.bayles@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Transport Canada AD CF–2025–12, dated March 4, 2025.

(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; telephone 888–663–3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca. You may find this material on the Transport Canada website at tc.canada.ca/en/aviation.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on July 23, 2026.

Brian Knaup,

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

[FR Doc. 2026–15411 Filed 7–29–26; 8:45 am]

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

[Docket No. FAA–2026–3477; Project Identifier MCAI–2025–01195–R; Amendment 39–23418; AD 2026–15–06]

RIN 2120–AA64

Airworthiness Directives; Bell Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2024–02–55, which applies to certain Bell Textron Canada Limited (BTCL) Model 505 helicopters. AD 2024–02–55 required initial and recurring inspections of the vertical stabilizer top end cap assembly and corrective action if a crack is found. Since the FAA issued AD 2024–02–55, the manufacturer introduced a new one-

piece vertical stabilizer machined top end cap assembly, which is implemented during production, and designed a new replacement for the vertical stabilizer machined top end cap assembly currently in service. This AD continues to require the inspection requirements of AD 2024-02-55 and would limit the applicability to exclude certain serial numbered BTCL Model 505 helicopters with an improved design vertical stabilizer top end cap installed at production. This AD also requires replacing the vertical stabilizer top end cap assembly with an improved design top end cap assembly, which constitutes a terminating action for the recurring detailed visual inspections. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 3, 2026.

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

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-3477; 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 Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, Canada; telephone 888-663-3639; email: TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca; internet [tc.canada.ca/en/aviation](https://www.tc.gc.ca/en/aviation). You may find the Transport Canada material on the Transport Canada website at www.apps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/ad_qs1.aspx.

- 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](https://www.regulations.gov) under Docket No. FAA-2026-3477.

FOR FURTHER INFORMATION CONTACT:

Promita Dey, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410,

Westbury, NY 11590; phone: (913) 563-8269; email: promita.dey@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2024-02-55, Amendment 39-22674 (89 FR 14576, February 28, 2024) (AD 2024-02-55). AD 2024-02-55 applied to certain BTCL Model 505 helicopters. AD 2024-02-55 required accomplishing initial and recurring inspections of the vertical stabilizer top end cap assembly, and if a crack is found, replacement of the top end cap. The FAA issued AD 2024-02-55 to address cracking in the vertical stabilizer top end cap assembly. This condition, if not addressed, could result in the antenna or tuning weight departing from the helicopter and impacting and damaging the tail rotor, which could result in the loss of directional control of the helicopter.

The NPRM was published in the **Federal Register** on April 8, 2026 (91 FR 17772). The NPRM was prompted by Transport Canada AD CF-2025-32, dated July 2, 2025 (Transport Canada AD CF-2025-32) (also referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada. The MCAI states that a new one-piece vertical stabilizer machined top end cap assembly, having part number (P/N) SLS-030-701-149, was implemented into the Bell 505 production line, and a new machined top end cap assembly, P/N SLS-704-701-101, was developed as a replacement for the top end cap assembly P/N SLS-030-701-125 that is currently in service. The MCAI requires repetitive inspections of the vertical stabilizer top end cap assembly until the required replacement with a new machined top end cap assembly, P/N SLS-704-701-101, which is considered terminating action for the repetitive inspections.

In the NPRM, the FAA proposed to continue to require the inspection requirements of AD 2024-02-55 and proposed to limit the applicability to exclude certain serial numbered BTCL Model 505 helicopters with an improved design vertical stabilizer top end cap installed at production. In the NPRM, the FAA also proposed to require replacing the vertical stabilizer top end cap assembly with an improved design top end cap assembly, which would constitute a terminating action for the recurring detailed visual inspections.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-3477.

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 Transport Canada AD CF-2025-32, which specifies procedures for accomplishing a one-time detailed visual inspection of the vertical stabilizer top end cap assembly for cracking; replacing any cracked vertical stabilizer top end cap assembly; repetitively inspecting vertical stabilizer top end cap assembly P/N SLS-030-701-125; and replacing vertical stabilizer top end cap assembly P/N SLS-030-701-125 with vertical stabilizer top end cap assembly P/N SLS-704-701-101.

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 material referenced in Transport Canada AD CF-2025-32 specifies to contact the manufacturer if the drilled holes can no longer go beyond the allowable dimensions, this AD requires corrective action to be done in accordance with a method approved by the Manager, International Validation Branch, FAA; or Transport Canada; or Bell Textron Canada Limited Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

Costs of Compliance

The FAA estimates that this AD affects 150 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 of vertical stabilizer top end assembly.	2 work-hours × \$85 per hour = \$170	\$0	\$170	\$25,500
Recurring inspections of vertical stabilizer top end assembly.	1 work-hour × \$85 per hour = \$85	0	85	12,750
Replacement of the vertical stabilizer top end assembly.	6 work-hours (not including 16 hours to cure) × \$85 per hour = \$510.	2,000	2,510	376,500

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

The FAA has determined that 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:

- a. Removing Airworthiness Directive 2024–02–55, Amendment 39–22674 (89 FR 14576, February 28, 2024); and
- b. Adding the following new airworthiness directive:

2026–15–06 Bell Textron Canada Limited:
Amendment 39–23418; Docket No. FAA–2026–3477; Project Identifier MCAI–2025–01195–R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2024–02–55, Amendment 39–22674 (89 FR 14576, February 28, 2024).

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters, certificated in any category, as identified in Transport Canada AD CF–2025–32, dated July 2, 2025 (Transport Canada AD CF–2025–32).

(d) Subject

Joint Aircraft System Component (JASC) Code: 5530, Vertical stabilizer structure.

(e) Unsafe Condition

This AD was prompted by multiple occurrences of the vertical stabilizer top end cap assembly being found cracked, with some cases including the departure of the navigation/very high frequency omnidirectional range/glide slope antenna and tuning weight from the helicopter during flight. The FAA is issuing this AD to address cracking in the vertical stabilizer top end cap assembly. The unsafe condition, if not addressed, could result in the antenna or tuning weight departing from the helicopter and impacting and damaging the tail rotor, which could result in the loss of directional 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, Transport Canada AD CF–2025–32.

(h) Exceptions to Transport Canada AD CF–2025–32

(1) Where Transport Canada AD CF–2025–32 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF–2025–32 requires compliance in terms of hours air time, this AD requires using hours time-in-service.

(3) Where the material referenced in Transport Canada AD CF–2025–32 specifies discarding parts, this AD requires removing those parts from service.

(4) Where the material referenced in Transport Canada AD CF–2025–32 specifies damage, for the purposes of this AD, damage can be indicated by, but not limited to, cracking.

(5) Where the material referenced in Transport Canada AD CF–2025–32 specifies to contact the manufacturer if the drilled holes can no longer go beyond the allowable dimensions, this AD requires corrective action in accordance with a method approved by the Manager, International Validation Branch, FAA; or Transport Canada; or Bell Textron Canada Limited 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-2025-32 specifies submitting certain information to the manufacturer, this AD does not include that action.

(j) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph 1. of Transport Canada AD CF-2025-32, if those actions were performed before the effective date of this AD using Bell Textron Canada Limited Alert Service Bulletin (ASB) 505-24-38, dated January 24, 2024.

(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)(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

(1) For more information about this AD, contact Promita Dey, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (913) 563-8269; email: promita.dey@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (m)(3) of this AD.

(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 AD CF-2025-32, dated July 2, 2025.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact 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; internet tc.canada.ca/en/aviation. You may find the Transport Canada material on the Transport Canada website at www.wapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/ad_qs1.aspx.

(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 July 16, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-15365 Filed 7-29-26; 8:45 am]

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DEPARTMENT OF JUSTICE

Office of the Attorney General

28 CFR Part 50

[Docket No. OAG187; AG Order No. 7028-2026]

RIN 1105-AB84

Procedures for Submission and Consideration of Petitions for Rulemaking

AGENCY: Department of Justice.

ACTION: Interim final rule; request for comments.

SUMMARY: Pursuant to the Administrative Procedure Act, the Department of Justice (“the Department”) is adopting a process for considering petitions submitted by interested persons requesting that the Department issue, amend, or repeal a rule.

DATES:

Effective date: This rule is effective July 31, 2026.

Comments: Comments are due on or before September 29, 2026.

ADDRESSES: If you wish to provide comments regarding this rulemaking, you must submit comments, identified by the agency name and referencing this rule’s Regulatory Identification Number (“RIN”) “1105-AB84”, by one of the two methods below:

- **Federal eRulemaking Portal:** <https://www.regulations.gov>. Follow the website instructions for submitting comments.

- **Mail/Commercial Courier:** Paper comments that duplicate an electronic submission are unnecessary. If you wish to submit a paper comment in lieu of electronic submission, please direct the mail/shipment to: Docket Clerk, Office of Legal Policy, U.S. Department of Justice, RFK Main Justice Building, 950 Pennsylvania Avenue NW, Room 4234, Washington, DC 20530.

Instructions: All submissions received must include the agency name and RIN for this rulemaking. Paper comments that duplicate an electronic submission are unnecessary. All comments received may be posted without change to <https://www.regulations.gov>, including any personal information provided. For detailed instructions on sending comments and additional information on the rulemaking process, see the “Public Participation” heading of the **SUPPLEMENTARY INFORMATION** section of this document.

FOR FURTHER INFORMATION CONTACT:

Christina Greer, Senior Counsel, Office of Legal Policy, U.S. Department of Justice, RFK Main Justice Building, 950 Pennsylvania Avenue NW, Washington, DC 20530. Telephone: (202) 514-5739.

SUPPLEMENTARY INFORMATION:

I. Public Participation

Interested persons are invited to participate in this rulemaking by submitting written data, views, or arguments on all aspects of this rule through one of the two methods identified above and by the deadline stated above.

Please note that all comments received are considered part of the public record and made available for public inspection at <https://www.regulations.gov>. Such information includes personally identifiable information (such as your name, address, etc.) voluntarily submitted by the commenter.

The Department may withhold from public viewing information provided in comments that it determines is offensive, that may adversely impact the privacy of a third party, or for other legitimate reasons. For additional information, please read the privacy notice that is available through the link in the footer of <https://www.regulations.gov>.

II. Background

The Administrative Procedure Act (“APA”) requires that each agency give interested persons the right to petition that agency to issue, amend, or repeal a rule. See 5 U.S.C. 553(e). Such a petition is known as a “petition for rulemaking.” The APA generally does not establish procedures that agencies must follow in connection with petitions for rulemaking, leaving the specific procedures to agency discretion. See Adoption of Recommendations, Admin. Conf. of the U.S., Recommendation 2014-6, Petitions for Rulemaking, 79 FR 75114, 75117 (Dec. 17, 2014) (“ACUS Recommendation 2014-6”); Maeve P. Carey, Cong. Rsch. Serv., R46190,