

D. Executive Order 13132 on Federalism

Executive Order 13132 encourages independent regulatory agencies to consider the impact of their actions on state and local interests.¹² NCUA, an agency as defined in 44 U.S.C. 3502(5), voluntarily complies with the executive order to adhere to fundamental federalism principles. The change will reduce regulatory burden by eliminating an unnecessary provision within NCUA's regulations imposing timing requirements on FICUs for providing member notice when excess non-federal insurance coverage is terminated. The change is not expected to change FICUs' obligations to their members materially and thus the rulemaking will not have direct effect on the states, the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government.

E. Assessment of Federal Regulations and Policies on Families

NCUA has determined that this final rule will not affect family well-being within the meaning of Section 654 of the Treasury and General Government Appropriations Act, 1999.¹³ While the change is intended to reduce regulatory burden generally to allow FICUs to focus on their provision of financial services to members, any potential positive effect on family well-being, including financial well-being is, at most, indirect.

F. Congressional Review Act

Subtitle E of the Small Business Regulatory Enforcement Fairness Act of 1996, also known as the Congressional Review Act (CRA), generally provides for congressional review of agency rules.¹⁴ NCUA must submit a report to Congress and the Comptroller General when it issues a final rule, as defined by the CRA.¹⁵ An agency rule, in addition to being subject to congressional oversight, may also be subject to a delayed effective date if the rule is a "major rule." OIRA has determined that this rule is not a "major rule" within the meaning of the relevant sections of the CRA. NCUA will also file appropriate reports with Congress and the Comptroller General so this rule may be reviewed.

List of Subjects in 12 CFR Part 741

Bank deposit insurance, Credit, Credit unions, Reporting and recordkeeping requirements.

By the National Credit Union Administration Board, this 29th day of July, 2026.

Melane Conyers-Ausbrooks,
Secretary of the Board.

For the reasons stated in the preamble, the NCUA Board amends 12 CFR part 741 as follows:

PART 741—REQUIREMENTS FOR INSURANCE

■ 1. The authority citation for part 741 continues to read as follows:

Authority: 12 U.S.C. 1757, 1766(a), 1781–1790, 1790d, 3331 *et seq.*; 31 U.S.C. 3717.

■ 2. Revise § 741.5 to read as follows:

§ 741.5 Notification of termination of excess insurance coverage.

In the event of a credit union's termination of share insurance coverage other than that provided by the NCUSIF, the credit union must notify all members in writing of such termination before the effective date of termination.

[FR Doc. 2026–16026 Filed 8–5–26; 8:45 am]

BILLING CODE 7535–01–P

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

[Docket No. FAA–2026–4638; Project Identifier MCAI–2023–00794–R; Amendment 39–23431; AD 2026–16–01]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, EC130B4, and EC130T2 helicopters. This AD was prompted by reports of an incorrectly installed engine flange on the main gear box (MGB) engine coupling. This AD requires inspecting the MGB engine coupling for correct installation and, depending on the results, corrective actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 10, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 10, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–4638; 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 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. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–4638.

FOR FURTHER INFORMATION CONTACT:

Aryanna Sanchez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (520) 990–9321; email: aryanna.t.sanchez@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 Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, EC130B4, and EC130T2 helicopters. The NPRM was published in the **Federal Register** on May 15, 2026 (91 FR 27873). The NPRM was prompted by EASA AD 2023–0127, dated June 27, 2023 (EASA AD 2023–0127) (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 that on the final assembly line, the engine flange on the MGB engine coupling may have been installed inverted.

¹² 64 FR 43255 (Aug. 4, 1999).

¹³ Public Law 105–277, 112 Stat. 2681 (1998).

¹⁴ 5 U.S.C. 801–808.

¹⁵ 5 U.S.C. 804(3).

In the NPRM, the FAA proposed to require inspecting the MGB engine coupling for correct installation and, depending on the results, corrective actions.

The FAA is issuing this AD to detect and correct the inverted installation of the engine flange on the MGB engine coupling. The unsafe condition, if not detected and corrected, could result in the loss of power transmission to the MGB and the main rotor and lead to 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–2026–4638.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from one commenter, Papillon Airways (Papillon). The following presents the comment received on the NPRM and the FAA’s response to the comment.

Request To Change the Applicability

Papillon requested the FAA revise the applicability of the NPRM, to apply not only to the production date of the helicopters but also that the NPRM apply to helicopters with less than 3,500 total flight hours. Papillon stated the date ranges are too broad and they do not address high usage aircraft. Papillon also stated that aircraft with more than

3,500 flight hours have likely already replaced the engine and gearboxes [MGB] and would therefore no longer be affected by the unsafe condition.

The FAA disagrees with revising the applicability of this final rule. The FAA is unable to determine how many helicopters may have replaced the MGBs or engines before 3,500 total hours time-in-service (TIS) or how many helicopters may not have replaced the MGB or engine before exceeding 3,500 total hours TIS. The FAA acknowledges that a majority of the MGBs may have been replaced. Thus, adopting the MCAI applicability ensures that all helicopters that may be affected are included in this final rule. The FAA did not change this AD as a result of this comment.

Conclusion

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA’s bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for

minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2023–0127, which specifies procedures for a one-time inspection of the MGB engine coupling for correct installation. Depending on the results, EASA AD 2023–0127 specifies installing a correctly assembled engine flange or a new engine flange. EASA AD 2023–0127 also specifies reporting the inspection results to the manufacturer. 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 AS350BB helicopter, whereas this AD does not because that model does not have an FAA type certificate.

Costs of Compliance

The FAA estimates that this AD affects 4,102 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
Inspect MGB engine coupling	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$348,670

The FAA estimates the following costs to do any corrective actions that would be required based on the results

of the inspection. The agency has no way of determining the number of

helicopters that might need this corrective action:

ON-CONDITION COSTS			
Action	Labor cost	Parts cost	Cost per product
Install engine flange	2 work-hours × \$85 per hour = \$170	Up to \$1,935	Up to \$2,105.

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:

2026–16–01 Airbus Helicopters: Amendment 39–23431; Docket No. FAA–2026–4638; Project Identifier MCAI–2023–00794–R.

(a) Effective Date

This airworthiness directive (AD) is effective September 10, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters, certificated in any category, identified in paragraphs (c)(1) through (3) of this AD.

(1) Model AS350B, AS350BA, AS350B1, AS350B2, and AS350B3 helicopters, with a helicopter manufacture date before May 15, 2023.

(2) Model AS350D helicopters, with a helicopter manufacture date before May 15, 2023, except helicopters equipped with a Lycoming engine.

(3) Model EC130B4 and EC130T2 helicopters, with a helicopter manufacture date before February 13, 2023.

Note 1 to paragraph (c)(1): Helicopters with AS350B3e designation are Model AS350B3 helicopters.

(d) Subject

Joint Aircraft System Component (JASC) Code 6300, Main rotor drive.

(e) Unsafe Condition

This AD was prompted by reports of an incorrectly installed engine flange on the main gear box (MGB) engine coupling. The FAA is issuing this AD to detect and correct the inverted installation of the engine flange on the MGB engine coupling. The unsafe

condition, if not detected and corrected, could result in the loss of power transmission to the MGB and the main rotor and lead to 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 AD 2023–0127, dated June 27, 2023 (EASA AD 2023–0127).

(h) Exceptions to EASA AD 2023–0127

(1) Where EASA AD 2023–0127 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2023–0127 refers to flight hours, this AD requires using hours time-in-service.

(3) Where the material referenced in EASA AD 2023–0127 specifies discarding certain parts, this AD requires removing those parts from service.

(4) This AD does not adopt the “Remarks” section of EASA AD 2023–0127.

(i) No Reporting Requirement

Although EASA AD 2023–0127 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible 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 Aryanna Sanchez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (520) 990–9321; email: aryanna.t.sanchez@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2023–0127, dated June 27, 2023.

(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 July 30, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–16047 Filed 8–5–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3866; Project Identifier MCAI–2025–01200–R; Amendment 39–23432; AD 2026–16–02]

RIN 2120–AA64

Airworthiness Directives; Bell Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Bell Textron Canada Limited Model 505 helicopters. This AD was prompted by a report of a quality escape in the production installation of a washer installed on the tail rotor pitch link assembly (pitch link assembly). This AD requires a one-time visual inspection for proper installation of the washer installed on the pitch link assembly and, depending on the results of the inspection, corrective actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 10, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 10, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA–2026–3866; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except