

that are otherwise equivalent except for their assignment to a treatment group receiving a project component as compared with a control group that does not. Experimental studies can support claims of strong evidence. Randomized controlled trials and single-case design studies are specific types of experimental studies that meet this definition.

* * * * *

Frontloading means the use of appropriated funds available for obligation in a particular fiscal year, in whole or in part, for future budget periods of a grant award.

* * * * *

Moderate evidence means a project component that demonstrates a statistically significant effect on improving student outcomes or other relevant outcomes based on at least one well-designed and well-implemented quasi-experimental study (moderate evidence as defined in 20 U.S.C. 7801(21)(A)(i)(II)).

National level means the level of scope or effectiveness of a project component is able to be effective in a wide variety of communities, including rural and urban areas, populations, and settings.

* * * * *

Promising evidence means at least one well-designed and well-implemented correlational study with statistical controls for selection bias (promising evidence as defined in 20 U.S.C. 7801(21)(A)(i)(III)).

* * * * *

Quasi-experimental design study means a study using a design that attempts to approximate an experimental study by identifying a comparison group that is similar to the treatment group in important respects. Cross-sectional group designs, comparative interrupted time series, difference-in-difference designs, and growth curve designs are specific types of quasi-experimental studies that meet this definition. This type of study can meet the definition of moderate evidence but not strong evidence.

Regional level means the level of scope or effectiveness of a project component is able to serve a variety of communities within a State or multiple States, including rural and urban areas. For an LEA-based project, to be considered a regional-level project, a project component must serve students in more than one LEA, unless the project component is implemented in a State in which the State educational agency is the sole educational agency for all schools.

* * * * *

Subgrant means an award of financial assistance in the form of money, or property in lieu of money, made under a grant by a grantee to an eligible subgrantee. The term includes financial assistance when provided by contractual or any other form of legal agreement, but does not include procurement purchases, nor does it include any form of assistance that is excluded from the definitions of “Grant or Award” in this part (See 2 CFR 200.1, “Subaward”).

* * * * *

Strong evidence means a project component that demonstrates a statistically significant effect on improving student outcomes or other relevant outcomes based on at least one well-designed and well-implemented experimental study (strong evidence as defined in 20 U.S.C. 7801(21)(A)(i)(I)).

* * * * *

PART 79—INTERGOVERNMENTAL REVIEW OF DEPARTMENT OF EDUCATION PROGRAMS AND ACTIVITIES

- 46. Amend § 79.3 in paragraph (a) by removing “in the **Federal Register**”.
- 47. Amend § 79.6 in paragraph (a) by removing “in the **Federal Register**”.
- 48. Amend § 79.8 in paragraph (b)(2) by removing “in the **Federal Register**”.

[FR Doc. 2026–17239 Filed 8–21–26; 8:45 am]

BILLING CODE 4000–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–8786; Project Identifier MCAI–2025–01803–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 supersede Airworthiness Directive (AD) 2025–17–03, which applies to all Airbus Helicopters Model AS332L, AS332L1, AS332L2, and EC225LP helicopters. AD 2025–17–03 requires inspecting the emergency sea anchor and, depending on the result, replacing the emergency sea anchor. Since the FAA issued AD 2025–17–03, it has been determined that an additional inspection of an affected emergency sea anchor must be

accomplished. This proposed AD would retain all of the requirements of AD 2025–17–03, would also require an additional inspection, and depending on the result, replacing the emergency sea anchor. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by October 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–2026–8786; 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 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: David Enns, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4147; email: *david.enns@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–2026–8786; Project Identifier MCAI–2025–01803–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*, 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 David Enns, 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 2025–17–03, Amendment 39–23113 (90 FR 40958, August 22, 2025) (AD 2025–17–03), for all Airbus Helicopters Model AS332L, AS332L1, AS332L2, and EC225LP helicopters. AD 2025–17–03 was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA Emergency AD 2025–0146–E, dated July 10, 2025 (EASA Emergency AD 2025–0146–E) to correct an unsafe condition identified as a corroded emergency sea anchor pin.

AD 2025–17–03 requires inspecting the emergency sea anchor and, depending on the result, replacing the emergency sea anchor. The FAA issued AD 2025–17–03 to detect and correct corrosion on the anchor pin.

Actions Since AD 2025–17–03 Was Issued

Since the FAA issued AD 2025–17–03, EASA superseded EASA Emergency AD 2025–0146–E and issued EASA AD 2025–0278, which was later revised to EASA AD 2025–0278R1, dated January 14, 2026 (EASA AD 2025–0278R1) (also referred to as the MCAI). The MCAI states that an additional inspection of the emergency sea anchor is necessary. The unsafe condition, if not addressed, could lead to failure of the anchor pin and release the emergency sea anchor in flight, which could result in damage to the rotors and loss of control of the helicopter.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–8786.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0278R1, which specifies procedures for inspecting the emergency sea anchor for corrosion and, depending on the results, replacing the emergency sea anchor with a serviceable part. EASA AD 2025–0278R1 also specifies that as an alternative to the replacement of an affected part, it is allowed to install a locally made plug, provided the plug is manufactured in accordance with the manufacturer’s instructions.

Additionally, EASA AD 2025–0278R1 prohibits installing an affected emergency sea anchor unless it is new (never previously installed on a helicopter) or an affected part that has passed an inspection (no defects found).

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.

Proposed AD Requirements in This NPRM

This proposed AD would retain all requirements of AD 2025–17–03. This proposed AD would also require an additional inspection of an affected emergency sea anchor and accomplishing the actions specified in EASA AD 2025–0278R1, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this proposed AD.

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 EASA AD 2025–0278R1 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2025–0278R1 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2025–0278R1 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 AD 2025–0278R1. Material required by EASA AD 2025–0278R1 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–8786 after the FAA final rule is published.

Interim Action

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

Costs of Compliance

The FAA estimates that this proposed AD would affect 44 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
Inspect emergency sea anchor	2 work-hours × \$85 per hour = \$170	\$0	\$170	\$7,480

The FAA estimates the following costs to do any replacements 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 these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace emergency sea anchor	2 work-hours × \$85 per hour = \$170	\$4,663	\$4,833

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 2025–17–03, Amendment 39–23113 (90 FR 40958, August 22, 2025); and
 - b. Adding the following new airworthiness directive:

Airbus Helicopters: Docket No. FAA–2026–8786; Project Identifier MCAI–2025–01803–R.

(a) Comments Due Date

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

(b) Affected ADs

This AD replaces AD 2025–17–03, Amendment 39–23113 (90 FR 40958, August 22, 2025) (AD 2025–17–03).

(c) Applicability

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

(d) Subject

Joint Aircraft System Component (JASC) Code 2560, Emergency equipment.

(e) Unsafe Condition

This AD was prompted by a report of a corroded emergency sea anchor pin (anchor

pin). The FAA is issuing this AD to detect and correct corrosion on the anchor pin. The unsafe condition, if not addressed, could lead to failure of the anchor pin and release the emergency sea anchor in flight, which could result in damage to the rotors and loss of 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, European Union Aviation Safety Agency AD 2025–0278R1, dated January 14, 2026 (EASA AD 2025–0278R1).

(h) Exceptions to EASA AD 2025–0278R1

(1) Where EASA AD 2025–0278R1 refers to effective dates, this AD requires using the effective dates in paragraphs (h)(1)(i) through (iii) of this AD.

(i) Where EASA AD 2025–0278R1 refers to its effective date, this AD requires using the effective date of this AD.

(ii) Where EASA AD 2025–0278R1 refers to July 14, 2025 (the effective date of EASA Emergency AD 2025–0146–E), this AD requires using September 8, 2025 (the effective date of AD 2025–17–03).

(iii) Where EASA AD 2025–0278R1 refers to December 24, 2025 (the effective date of EASA AD 2025–0278), this AD requires using September 8, 2025 (the effective date of AD 2025–17–03).

(2) Where EASA AD 2025–0278R1 refers to flight hours, this AD requires using hours time-in-service.

(3) This AD does not adopt paragraph (4) of EASA AD 2025–0278R1.

(4) This AD does not adopt the "Remarks" section of EASA AD 2025–0278R1.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025–0278R1 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) **Special Flight Permit**

Special flight permits as described in 14 CFR 21.197 and 21.199, are not allowed.

(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 David Enns, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946-4147; email: david.enns@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 2025-0278R1, dated January 14, 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, 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 19, 2026.

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

[FR Doc. 2026-17209 Filed 8-21-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY
Internal Revenue Service
26 CFR Part 1
[REG-101355-26]
RIN 1545-BS19
Employer Contributions to Trump Accounts and Nondiscrimination Rules for Dependent Care Assistance Programs
Correction

In proposed rule document 2026-16314 beginning on page 51611 in the issue of Tuesday, August 11, 2026, make the following corrections:

1. On page 51612, in the first column, the 21st line should read, “September 25, 2026. Public Hearing: The”.
2. On page 51622, the *image should appear as follows:*

Account	After-tax future value in 20 years generated by one present after-tax dollar	Formula
529	7.08	$\frac{1}{1 - SMTR_p} (1 + RETURN)^{20}$
530A (pre-tax contribution)	7.65	$\frac{1 - MTR_F}{1 - MTR_p} (1 + RETURN)^{20}$
530A (after-tax contribution)	5.75	$(1 - MTR_F)((1 + RETURN)^{20} - 1) + 1$

Note: The present marginal tax rate (MTR_p) is assumed to be 27 percent (including 22 percent federal and 5 percent state). The future marginal tax rate (MTR_F) is assumed to be 17 percent (including 12 percent federal and 5 percent state). The present state marginal tax rate ($SMTR_p$) is assumed to be 5 percent.

3. On page 51625, in § 1.128-1, in the third column, the first three lines should read:

* * * * *

§ 1.128-1 Trump account contribution program; definitions.

[FR Doc. C1-2026-16314 Filed 8-21-26; 8:45 am]

BILLING CODE 4830-01-P

DEPARTMENT OF AGRICULTURE
Forest Service
36 CFR Parts 212 and 261
Travel Management; National Forest System Lands
AGENCY: Forest Service, Agriculture (USDA).
ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The U.S. Department of Agriculture (USDA) is initiating an environmental impact statement and rulemaking to revise the Forest Service’s travel management regulations, 36 CFR part 212. The proposed action would establish a uniform national policy favoring increased access while simplifying regulatory requirements and preserving local decision-making. The proposed access rule would establish a national policy with a presumption that existing roads, trails, airfields,