

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

in the issue of Tuesday, August 25, 2026, make the following correction:
On pages 54834 and 54835, Table 13 should read as follows.

DEPARTMENT OF HOMELAND SECURITY

8 CFR Part 106

[CIS No. 2861–26; DHS Docket No. USCIS–2026–0298]

RIN 1615–AD20

Fee for Certain H–1B Petitions

Correction

In proposed rule document 2026–17324 published on pages 54817–54839

TABLE 13—RECEIPTS FORM I–129, PETITION FOR A NONIMMIGRANT WORKER, H–1B FOR FY 2021 THROUGH FY 2025

Fiscal year	Total receipts	Cap-subject receipts *
2021	398,281	79,903
2022	474,292	111,269
2023	386,593	74,759
2024	427,314	111,108
2025	456,726	106,711
5-year Total	2,143,206	483,750
5-year Annual Average	428,641	96,750
FY 2024 through FY 2025 Total	884,040	217,819
FY 2024 through FY 2025 Annual Average	442,020	108,910

Source: DHS, USCIS, Office of Performance and Quality (OPQ); ELIS and CLAIMS3 databases, queried Mar. 2026, PAER0020722.
* The basis for classification is “new employment” and numerical limitation information is “Cap H–1B Bachelor’s Degree” and “Cap H–1B U.S. Master’s Degree or Higher”. Fiscal year of receipt and the fiscal year of the cap may differ, resulting in year-to-year deviations shown. These deviations are smoothed out by the average estimates.

[FR Doc. C1–2026–17324 Filed 9–9–26; 8:45 am]
BILLING CODE 0099–10–D

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–8798; Project Identifier MCAI–2025–01771–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 adopt a new airworthiness directive (AD) for certain Bell Textron Canada Limited Model 505 helicopters. This proposed AD was prompted by a quality escape affecting certain tailcone assemblies. This proposed AD would require replacing any tailcone assembly that has exceeded a certain life limit. Also, this proposed AD would require inspecting the tailcone assembly for gaps, and repetitively inspecting the tailcone assembly for loose, damaged, or missing fasteners. Depending on the results of these inspections, this proposed AD would require conducting further

inspections and corrective actions. 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 26, 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](https://www.regulations.gov) under Docket No. FAA–2026–8798; 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 proposed 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 find the Transport Canada material on the Transport Canada website at 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: Zakaria Abdi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4141; email: zakaria.f.abdi@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–2026–8798; Project Identifier MCAI–2025–01771–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](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 Zakaria Abdi, 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

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF–2025–62, dated November 28, 2025 (Transport Canada AD CF–2025–62) (also referred to as the MCAI), to correct an unsafe condition on certain Bell Textron Canada Limited Model 505 helicopters. The MCAI states that the manufacturer identified a quality escape affecting tailcone assemblies having part number (P/N) SLS–030–600–XYZ and with certain serial numbers as identified in the service material. The MCAI further states that gaps were found between the frames and skin of the tailcone assembly, and elongated holes have been observed in multiple joints of the tailboom. The MCAI also states that these discrepancies may lead to the initiation of a crack in a non-inspectable area of the tailboom skin, which can propagate circumferentially and remain undetected until it reaches a critical length. This condition, if not detected and corrected, could result in a tailboom skin fracture, separation of the tailboom from the fuselage, and 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–2026–8798.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Transport Canada AD CF–2025–62, which specifies procedures for replacing a tailcone

assembly before exceeding the airworthiness life limit. Transport Canada also specifies procedures for inspecting the tailcone assembly for gaps and if there are gaps greater than 0.003 inch (0.076 mm), inspecting the tailboom skin. Depending on those inspection results, Transport Canada specifies procedures to contact Bell for corrective actions. Additionally, Transport Canada specifies procedures to repetitively inspect the tailcone assembly for loose, damaged, or missing fasteners, and, depending on the results of the inspection, contacting Bell for corrective actions.

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–2025–62 described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this proposed AD. See “Differences Between this Proposed AD and the MCAI” for a discussion of these differences.

Differences Between This Proposed AD and the MCAI

The MCAI requires contacting Bell product support engineering for applicable repair instructions, whereas this proposed AD would require repairing using a method approved by the Manager, International Validation Branch, FAA; Transport Canada; or Bell Textron Canada Limited’s Transport Canada Design Organization Approval (DOA).

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-2025-62 by reference in the FAA final rule. This proposed AD would, therefore, require

compliance with Transport Canada AD CF-2025-62 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-2025-62 for compliance will be available at *regulations.gov* under

Docket No. FAA-2026-8798 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 190 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 tailcone for gaps	4 work-hours × \$85 per hour = \$340	\$0	\$340	\$64,600
Inspect tailcone for loose, damaged, or missing fasteners.	3 work-hours × \$85 per hour = \$255	0	255	48,450
Replace tailcone	30 work-hours × \$85 per hour = \$2,550	54,280	56,830	10,797,700

The FAA estimates the following costs to do any replacements or 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 replacements or repairs.

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Inspect tailcone repetitively (for gap larger than 0.003 inch)	1 work-hour × \$85 per hour = \$85	\$0	\$85

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

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 this 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 adding the following new airworthiness directive:

Bell Textron Canada Limited: Docket No. FAA-2026-8798; Project Identifier MCAI-2025-01771-R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 26, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters, certificated in any category, as identified in Transport Canada AD CF-2025-62, dated November 28, 2025 (Transport Canada AD CF-2025-62).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the identification of a manufacturing quality escape affecting certain tailcone assemblies. The FAA is issuing this AD to detect and correct crack initiation in the tailboom skin. The unsafe condition, if not detected and corrected, could result in a tailboom skin fracture, separation of the tailboom from the fuselage, 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-2025-62.

(h) Exceptions to Transport Canada AD CF-2025-62

(1) Where Transport Canada AD CF-2025-62 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF-2025-62 requires compliance in terms of hours air time, this AD requires using hours time-in-service.

(3) Where Transport Canada AD CF-2025-62 specifies to contact Bell Product Support Engineering (PSE) for repair or disposition, 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's Transport Canada Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(4) Where the material referenced in Transport Canada AD CF-2025-62 specifies "check", this AD requires replacing that text with "inspect".

(5) Where the material referenced in Transport Canada AD CF-2025-62 specifies damage, for the purposes of this AD, damage can be indicated by, but not limited to, excessive wear marks, or yielding to the fastener head.

(i) No Reporting Requirement

Although the material referenced in Transport Canada AD CF-2025-62 specifies submitting certain information to the manufacturer, this AD does not include 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 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 Zakaria Abdi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, New York, NY 11590; phone: (316) 946-4141; email: zakaria.f.abdi@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-2025-62, dated November 28, 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. You may view 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, 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 September 3, 2026.

Paul R. Bernado,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026-18468 Filed 9-9-26; 8:45 am]

BILLING CODE 4910-13-P

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

[Docket No. FAA-2026-8796; Project Identifier AD-2026-00018-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 adopt a new airworthiness directive (AD) for all Bell Textron Canada Limited (Bell) Model 206L, 206L-1, 206L-3, and 206L-4 helicopters with FAA Supplemental Type Certificate (STC) SR02684LA installed. This proposed AD was prompted by an event where a Bell Model 206L helicopter with FAA STC SR02684LA installed experienced moderate to severe vertical vibration, which resulted in damage to the tail boom of the helicopter. This proposed AD would require revising the

Limitations section of the existing rotorcraft flight manual (RFM) for the helicopter to include a never-exceed-speed (V_{NE}) limitation and would require incorporating a rotorcraft flight manual supplement (RFMS) into the existing RFM. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by October 26, 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-2026-8796; 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, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Van Horn Aviation, L.L.C. material identified in this proposed AD, contact Van Horn Aviation, LLC, 1510 West Drake Drive, Tempe, AZ 85283; phone: (480) 483-4202; email: info@vanhornaviation.com.

- 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:

James Guo, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627-5357; email: WCB-COS@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-2026-8796; Project Identifier AD-2026-00018-R" at the beginning of your