

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.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-11818; Project Identifier MCAI-2026-00490-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) 2013-01-05, which applies to certain Airbus Helicopters (Eurocopter France) Model AS350B3 and EC130B4 helicopters. AD 2013-01-05 requires revising the Limitations section of the rotorcraft flight manual (RFM) supplement to reduce the starter generator operating current to 180 amperes (amps) and installing a placard in the instrument panel to indicate the revised limitation. Since the FAA issued AD 2013-01-05, the manufacturer determined the applicability needs to be revised to add helicopters equipped with certain part numbered starter generators and to remove helicopters with certain engines installed. This proposed AD would require revising the Limitations section of the RFM supplement of the existing RFM for the helicopter, to reduce the starter generator operating current to 180 amps and installing a placard in the instrument panel indicating the revised limitation. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by December 14, 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-2026-11818; 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 Airbus Helicopter material identified in this proposed AD, contact Airbus Helicopters, 2701 North Forum Drive, Grand Prairie, TX 75052; phone: (972) 641-0000 or (800) 232-0323; fax: (972) 641-3775; website: airbus.com/en/products-services/helicopters/hcare-services/airbusworld.

- 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: Michael Yeshiambel, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946-4133; email: michael.m.yeshiambel@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-2026-11818; Project Identifier MCAI-2026-00490-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 Michael Yeshiambel, 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 2013-01-05, Amendment 39-17319 (78 FR 7641, February 4, 2013) (AD 2013-01-05), for certain Airbus Helicopters (Eurocopter France) Model AS350B3 and EC130B4 helicopters. AD 2013-01-05 was prompted by an MCAI originated by the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2006-0337, dated November 7, 2006, (EASA AD 2006-0337) to correct an unsafe condition identified as excessive power consumption of the starter generator, which reduces the engine surge margin and could result in engine failure.

AD 2013-01-05 requires revising the Limitations section of the RFM

supplement 29 to reduce the maximum current of the starter generator to 180 amps and installing a placard on the instrument panel below the vehicle engine multifunction display indicating the starter generator reduced limitation: “MAXIMUM CONTINUOUS GENERATOR LOAD = 180A” The FAA issued AD 2013–01–05 to prevent the engine surge margin being reduced, which can result in engine failure and loss of control of the helicopter.

Actions Since AD 2013–01–05 Was Issued

Since the FAA issued AD 2013–01–05, EASA superseded EASA AD 2006–0337 and issued EASA AD 2026–0089, dated May 7, 2026 (EASA AD 2026–0089) (also referred to as the MCAI). The MCAI states that the manufacturer revised the applicability to add starter generators having part number 200SGL130Q–4 and to remove certain helicopters equipped with an ARRIEL 2D engine.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–11818.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Airbus Alert Service Bulletin (ASB) AS350 No. 01.00.57 Revision 2 and Airbus ASB EC130 No. 04A002 Revision 2 and, both dated April 15, 2026, which specify procedures for installing a placard on the instrument panel below the Vehicle Engine Multifunction Display (VEMD).

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 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 material 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 revising the Limitations section of the RFM supplement of the existing RFM for the helicopter and installing a placard in the instrument panel to indicate the revised limitation.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 781 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
Install placard	1 work-hour × \$85 per hour = \$85	\$228	\$313	\$244,453
Revise RFM supplement	1 work-hour × \$85 per hour = \$85	0	85	66,385

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 2013–01–05, Amendment 39–17319 (78 FR 7641, February 4, 2013); and
 - b. Adding the following new airworthiness directive:

Airbus Helicopters: Docket No. FAA–2026–11818; Project Identifier MCAI–2026–00490–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by December 14, 2026.

(b) Affected ADs

This AD replaces AD 2013–01–05, Amendment 39–17319 (78 FR 7641, February 4, 2013) (AD 2013–01–05).

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B3 helicopters, except those equipped with an ARRIEL 2D engine, and all Model EC130B4 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2420, AC generation system.

(e) Unsafe Condition

This AD was prompted by the determination that the power drawn by the engines from certain starter generators is

above the declared consumption capacity. The FAA is issuing this AD to prevent the engine surge margin being reduced. The unsafe condition, if not addressed, could result in an engine failure and loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

For helicopters with a starter generator having part number (P/N) 200SGL130Q or P/N 200SGL130Q-4 installed, within the next 100 hours time-in-service after the effective date of this AD, accomplish the following:

(1) Revise Paragraph 2, Limitations, of the rotorcraft flight manual (RFM) supplement 29, page 1 of the existing RFM for the helicopter using pen and ink, reduce the maximum current of the starter generator to 180 amps Max. continuous.

(2) Install a placard, indicating the starter generator reduced limitation: "MAXIMUM CONTINUOUS GENERATOR LOAD = 180A" in accordance with Airbus Helicopters Alert Service Bulletin (ASB) AS350 No. 01.00.57, or Airbus Helicopters ASB EC130 No. 04A002 both Revision 2 and dated April 15, 2026, as applicable.

(h) Parts Installation Prohibition

As of the effective date of this AD, do not install starter generator part number (P/N) 200SGL130Q or P/N 200SGL130Q-4 on any helicopter, unless the actions in paragraph (g) of this AD are accomplished.

(i) No Reporting Requirement

Although the material referenced in this AD 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 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 Michael Yeshiambel, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946-4134; email: michael.m.yeshiambel@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) Airbus Helicopters Alert Service Bulletin (ASB) AS350 No. 01.00.57 Revision 2, dated April 15, 2026.

(ii) Airbus Helicopters ASB EC130 No. 04A002 Revision 2, dated April 15, 2026.

(3) For Airbus Helicopters material identified in this AD, contact Airbus Helicopters, 2701 North Forum Drive, Grand Prairie, TX 75052; phone: (972) 641-0000 or (800) 232-0323; fax: (972) 641-3775; website: airbus.com/en/products-services/helicopters/hcare-services/airbusworld.

(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 October 23, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-21932 Filed 10-27-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[Docket Number USCG-2026-1152]

RIN 1625-AA08

Special Local Regulation; Port Miami Main Shipping Channel, Miami FL

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to establish a temporary special local regulation (SLR) for certain navigable waters of the Miami Shipping Channel offshore of Port Miami, Miami, FL in connection with the E1 Miami Grand Prix. The SLR is needed to protect personnel, vessels, and the marine environment from potential hazards created by high-speed powerboat racing. This proposed rulemaking would prohibit persons and vessels from being in or loitering around the regulated area unless specifically authorized by the Captain of the Port, Sector Miami. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or before November 4, 2026.

ADDRESSES: To submit comments and view available documents, go to the Federal Docket Management System at <https://www.regulations.gov> and search for USCG-2026-1152.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rule, contact MST2 Elliot Cortes Waterways Management Division, U.S. Coast Guard; telephone 786-295-9051, or email SectorMiamiWaterways@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background and Authority

On July 22, 2026, Electric Sea Racing Limited notified the Coast Guard that it will be conducting the E1 Miami Grand Prix race on November 11, 2026, from 8 a.m. to 2 p.m., November 12, 2026, from 8 a.m. to 3:30 p.m., and November 13 through November 14, 2026, from 8 a.m. to 2 p.m. The race will take place in the Main Shipping Channel, offshore of Port Miami, Miami, FL, and involve approximately 12 electric high-speed powerboats 24 feet in length with no more than 5 racing at a time.

The Captain of the Port Miami (COTP) is issuing this Special Local Regulation (SLR) under the authority in 46 U.S.C. 70041. The purpose of this rulemaking is to protect event participants, spectators, and vessels on certain navigable waters of the Main Shipping Channel, offshore of Port Miami, Miami, FL before, during, and after the scheduled event.

III. Discussion of the Proposed Rule

This proposed rule would establish a special regulated area on November 11, 2026, from 8 a.m. to 2 p.m., November 12, 2026, from 8 a.m. to 3:30 p.m., and November 13 through November 14, 2026, from 8 a.m. to 2 p.m. Designated times for public transit through the regulated area on November 11, 2026, will be from 10 a.m. to 10:30 a.m., on November 12, 2026, from 11:35 a.m. to 11:55 a.m., November 13-14, 2026, from 11:10 a.m. to 11:50 p.m., and again from 12:10 p.m. to 12:40 p.m. The regulated area would cover all navigable waters within the Port Miami Main Shipping Channel beginning offshore from Terminal F and continuing northwest to