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–2026–13799; Project Identifier MCAI–2026–00336–A]

RIN 2120–AA64

Airworthiness Directives; Costruzioni Aeronautiche Tecnam S.P.A. Airplanes

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 Costruzioni Aeronautiche Tecnam S.P.A. (Tecnam) Model P2006T airplanes. This proposed AD was prompted by a report of damage on the engine mount structure caused by defective non-conforming engine shock mounts being installed. This proposed AD would require inspecting for the installation of non-conforming engine shock mounts and replacing any non-conforming engine shock mount with an approved part. This proposed AD would also prohibit installation of a non-conforming engine shock mount on any airplane. 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 21, 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–91, West Building Fifth Floor, Room W58–213, 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–2026–13799; 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 Tecnam material identified in this proposed AD, contact Costruzioni Aeronautiche Tecnam S.P.A., Via Maiorise, Capua, Italy, 81043; phone: +39 0823 622297; email: *technical.support@tecnam.com;* website: *tecnam.com*.
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64015. For information on the availability of this material at the FAA, call (817) 222–5110.

FOR FURTHER INFORMATION CONTACT: Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7366; email: *joseph.catanzaro@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–2026–13799; Project Identifier MCAI–2026–00336–A'' 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*, 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 Joseph Catanzaro, 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 European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2026–0071, dated March 31, 2026 (EASA AD 2026–0071) (also referred to as the MCAI), to correct an unsafe condition on Tecnam Model P2006T and P2006T NG airplanes. The MCAI states that a report of damage on the engine mount structure was caused by non-conforming defective engine shock mounts being installed. The unsafe condition, if not addressed, could result in the engine disconnecting from the airplane structure and loss of control of the airplane. The MCAI requires inspecting for the installation of non-conforming engine shock mounts and replacing any non-conforming engine shock mount with an approved part and prohibits the installation of a non-conforming engine shock mount on any airplane.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–13799.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Tecnam Service Bulletin SB 969–CS–Ed. 3, Rev. 1, dated

April 3, 2026 (Tecnam SB 969–CS–Ed. 3, Rev. 1). This material specifies procedures to inspect and identify non-conforming engine shock mounts having part number CONO21–BS and batch number 49–24 or 11–25. Tecnam SB 969–CS–Ed. 3, Rev. 1 also includes a detailed visual inspection for each engine-mount tubular structure associated with any engine on which a non-conforming shock mount is detected.

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 MCAI and 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 accomplishing the actions specified in the material already described, except as discussed under ''Differences Between this Proposed AD and the MCAI.'' This proposed AD would also require an installation prohibition.

Differences Between This Proposed AD and the MCAI

The MCAI applies to Model P2006T NG, whereas this AD does not because it does not have an FAA type certificate.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 131 airplanes 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 engines ..	1.5 work-hours × $85 per hour = $127 (per engine).	$0 (per engine)	$127.50 (per engine) ...	$16,702.50 (per engine).

The FAA estimates the following costs to do any necessary replacements that would be required based on the results of the proposed inspection. The agency has no way of determining the number of airplanes that might need these replacements.

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace shock mounts (4 per engine)	2 work-hours × $85 per hour = $170 (per engine)	$520 (4 per engine)	$690 (4 per engine).
Replace engine mounts	8 work-hours × $85 per hour = $680 (per engine)	$2,980 (per engine)	$3,660 (per engine).

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this proposed 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 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:

Costruzioni Aeronautiche Tecnam S.P.A.: Docket No. FAA–2026–13799; Project Identifier MCAI–2026–00336–A.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by December 21, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Costruzioni Aeronautiche Tecnam S.P.A. (Tecnam) Model P2006T airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 7120, Engine Mount Section.

(e) Unsafe Condition

This AD was prompted by a report of damage on the engine mount structure caused by non-conforming defective engine shock mounts. The FAA is issuing this AD to detect and address non-conforming engine shock mounts. The unsafe condition, if not addressed, could result in the engine disconnecting from the airplane structure and loss of control of the airplane.

(f) Compliance

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

(g) Definitions

For the purpose of this AD:

(1) The ''affected part'' is the non-conforming engine shock mount having part number (P/N) CONO21–BS and batch number 49–24 or 11–25.

(2) The ''serviceable part'' is an engine shock mount that is not an affected part.

(3) ''Group 1'' airplanes are those having an affected part installed.

(4) ''Group 2'' airplanes are those that are not in Group 1.

(h) Required Actions

For Group 1 airplanes, do the following:

(1) Within 25 hours time-in-service (TIS) or 30 days, whichever occurs first after the effective date of this AD, for each engine installed with an affected part, replace the engine shock mounts with serviceable parts in accordance with the instructions in Steps 1 through 6 in Appendix A, Accomplishment Instructions of Tecnam Service Bulletin SB 969–CS–Ed. 3 Rev. 1, dated April 3, 2026 (Tecnam SB 969–CS–Ed. 3 Rev. 1).

(2) Concurrently with the replacement as required by paragraph (h)(1) of this AD, accomplish a detailed inspection of that affected engine mount structure in accordance with the instructions of Step 7 in Appendix A, Accomplishment Instructions of Tecnam SB 969–CS–Ed. 3 Rev. 1.

(3) If, during the inspection as required by paragraph (h)(2) of this AD, any deficiency identified as ''not acceptable'' in Tecnam SB 969–CS–Ed. 3 Rev. 1 is detected on an engine mount, before next flight, replace that engine mount in accordance with the instructions of Steps 6 and 7 in Appendix A, Accomplishment Instructions of Tecnam SB 969–CS–Ed. 3 Rev. 1.

(i) Installation Prohibition

For Group 1 and Group 2 airplanes: As of the effective date of this AD, do not install an affected engine shock mount on any airplane.

(j) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Tecnam Service Bulletin SB 969–CS–Ed. 3 Rev. 0, dated January 27, 2026.

(k) Alternative Methods of Compliance (AMOCs)

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.* 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 Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7366; email: *joseph.catanzaro@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 (IBR) 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) Tecnam Service Bulletin SB 969–CS–Ed. 3 Rev. 1, dated April 3, 2026.

(ii) [Reserved]

(3) For Tecnam material identified in this AD, contact Costruzioni Aeronautiche Tecnam S.p.A., Via Maiorise, Capua, Italy, 81043; phone: +39 0823 622297; email: *technical.support@tecnam.com;* website: tecnam.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64015. 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 November 2, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–22564 Filed 11–4–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13800; Project Identifier MCAI–2025–01663–T]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

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 Airbus SAS Model A318–111 and –112 airplanes; Model A319–111, –112, –113, –114, –115, –131, –132, and –133 airplanes; Model A320–211, –212, –214, –216, –231, –232, and –233 airplanes; and Model A321–111, –112, –131, –211, –212, –213, –231, and –232 airplanes. This proposed AD was prompted by reports of damage to the YZ-axis attachment points on airplanes equipped with certain overhead stowage compartments (OHSC) bins. Investigations showed that bushings, retainer rings, and pins had migrated from their original positions. This proposed AD would require a one-time inspection for discrepancies of affected OHSC bins and, depending on findings, accomplishment of applicable corrective actions. This proposed AD would also prohibit the installation of affected parts. 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 December 21, 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.