(i) Provisions for Alternative Actions, Intervals, and Critical Design Configuration Control Limitations (CDCCLs)

After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (*e.g.,* inspections), intervals, and CDCCLs are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2026–0002.

(j) Additional AD Provisions

The following provisions also apply to this AD:

(1) *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 responsible Flight Standards 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.* Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Additional Information

For more information about this AD, contact Kimi Kim, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 781–238–7693; email: *9-AVS-AIR-BACO-COS@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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2026–0002, dated January 12, 2026.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu.* You may find this 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, 2200 South 216th St., Des Moines, WA 98198. For information on the availability of this material at the FAA, call 206–231–3195.

(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 10, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–23229 Filed 11–13–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13816; Project Identifier AD–2026–00521–R]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters Deutschland GmbH (AHD) 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 Airbus Helicopters Deutschland GmbH (AHD) Model MBB–BK 117 C–1 and MBB–BK 117 C–2 helicopters with a certain air conditioning system installed in accordance with FAA Supplemental Type Certificate (STC) No. SR00601DE. This proposed AD was prompted by reports of corrosion on the condenser inlet duct, which caused the internal support wire helix to impinge the tail rotor (TR) drive shaft. This proposed AD would require repetitively inspecting the TR drive shaft; repetitively inspecting the exterior of the Air Comm Corporation (ACC) condenser duct assembly (duct assembly); repetitively inspecting (using a borescope) the interior of the ACC duct assembly; and depending on the results of these inspections, replacing certain 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 31, 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–2026–13816; 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.

FOR FURTHER INFORMATION CONTACT: Arbi Keshishian, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627–5334; 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–2026–13816; Project Identifier AD–2026–00521–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 revise 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 Arbi Keshishian, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712. 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 received reports of excessive corrosion on the condenser inlet duct of AHD Model MBB–BK 117 C–1 and MBB–BK 117 C–2 helicopters with an ACC air-conditioning system part number (P/N) EC145–7040–1 installed in accordance with FAA Supplemental Type Certificate (STC) No. SR00601DE. This excessive corrosion allowed the internal support wire helix to break and protrude from the duct silicone shell, which caused impingement on the TR drive shaft. This condition, if not addressed, could result in failure of the TR drive shaft and loss of control of the helicopter.

FAA's Determination

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 repetitively inspecting the TR drive shaft; repetitively inspecting the exterior of the ACC duct assembly; repetitively borescope inspecting the interior of the ACC duct assembly, and depending on the results of these inspections, replacing certain parts.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 54 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 the TR drive shaft and the ACC duct assembly.	1 work-hour × $85 per hour = $85 (per inspection).	$0	$85	$4,590
Inspect (using a borescope) the ACC duct assembly.	1 work-hour × $85 per hour = $85 (per inspection).	0	85	4,590

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 ACC duct assembly	1 work-hour × $85 per hour = $85	$300	$385
Replace TR drive shaft	6 work-hour × $85 per hour = $510	10,503	11,013

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:

Airbus Helicopters Deutschland GmbH (AHD): Docket No. FAA–2026–13816; Project Identifier AD–2026–00521–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by December 31, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Deutschland GmbH (AHD) Model MBB–BK 117 C–1 and MBB–BK 117 C–2 helicopters, certificated in any category, with Air Comm Corporation (ACC) air-conditioning system part number (P/N) EC145–7040–1 installed in accordance with FAA Supplemental Type Certificate No. SR00601DE.

(d) Subject

Joint Aircraft System Component (JASC) Code 2100, Air conditioning system.

(e) Unsafe Condition

This AD was prompted by reports of excessive corrosion on the condenser inlet duct, which caused the internal support wire helix to break and protrude and impinge the tail rotor (TR) drive shaft. The FAA is issuing this AD to detect and prevent failure of the TR drive shaft. The unsafe condition, if not addressed, could result in failure of the TR drive shaft and loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 7 days after the effective date of this AD and thereafter at intervals not to exceed 50 hours time-in-service or 3 months, whichever occurs first, accomplish the following actions:

(1) Inspect the TR drive shaft in the location below the ACC condenser air inlet duct assembly (duct assembly) for any protruding wire helix or wear. If there is any protruding wire helix or any wear on the TR drive shaft, before further flight, replace the TR drive shaft, in accordance with a method approved by the Manager, International Validation Branch, FAA; or European Union Aviation Safety Agency; or AHD's Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(2) Inspect the exterior and interior installation and condition of the ACC duct assembly by accomplishing the following actions:

(i) Inspect the exterior of the ACC duct assembly for broken helix wire and bulging. If the helix wire is broken, or if there is any bulging at the bottom areas over the TR drive shaft, before further flight, replace the ACC duct assembly with a new, zero-hour, and never installed ACC duct assembly.

(ii) With moderate pressure, squeeze and flex the duct by hand to ensure the duct returns to its circular shape. If the duct does not return to the original circular shape, before further flight, replace the ACC duct assembly with a new, zero-hour, and never installed ACC duct assembly.

(iii) Inspect (using a borescope) the interior of the ACC duct assembly for corrosion of the wire helix, or if the inner silicone lining is separating, bubbling, or peeling away from the wire helix. If there is any corrosion of the wire helix, or if the inner silicone lining is separating, bubbling, or peeling away from the wire helix, before further flight, replace the ACC duct assembly with a new, zero-hour, and never installed ACC duct assembly.

(h) Special Flight Permits

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

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, West Certification 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 West Certification Branch, send it to the attention of the person identified in paragraph (j) 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.

(j) Additional Information

For more information about this AD, contact Arbi Keshishian, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627–5334; email: *WCB-COS@faa.gov*.

(k) Material Incorporated by Reference

None.

Issued on November 10, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–23213 Filed 11–13–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Part 7

[NPS–CAMO–CRMO–NPS0043954; 277P103601, PPWOVPADU0]

RIN 1024–AF13

Castle Mountains National Monument and Craters of the Moon National Monument; Hunting

AGENCY: National Park Service, Interior.

ACTION: Proposed rule.

SUMMARY: The National Park Service (NPS) proposes to promulgate special regulations to allow hunting in Castle Mountains National Monument and Craters of the Moon National Monument. The regulations would recognize the authority of the States to manage wildlife while also allowing for appropriate management of hunting by the NPS to protect public health and safety, objects of historic and scientific interest that the Monuments were established to protect, and endangered or threatened species. Allowing hunting in these National Monuments is directed by Executive Order 14429, ''Reinvigorating America's Hunting Heritage,'' and advances the policy of the Trump Administration to reinvigorate, protect, and expand America's hunting heritage to benefit our people and our land.

DATES: Comments must be received by 11:59 p.m. ET on December 16, 2026.

ADDRESSES: You may submit comments by any of the following methods:

(1) *Electronically:*

- Go to the **Federal Register** website: *https://www.federalregister.gov.* In the search box, enter 1024–AF13, the regulation identifier number (RIN) for this rulemaking. Click on the green ''Submit a Public Comment'' button at the top of the document and follow the instructions for submitting comments; or
- Go to the Federal eRulemaking Portal: *https://www.regulations.gov.* In the Search box, enter 1024–AF13, the RIN for this rulemaking. On the resulting page, select the Dockets tab and then click on the title of the rule. Next, click the ''Open for Comments'' box, then click the blue ''Comment'' box and follow the instructions for submitting comments.

(2) *By hard copy:*

- *Mail to:* National Park Service Division of Regulations, 7206 National Seashore Lane, Berlin, MD 21811.

Instructions: Comments will not be accepted by fax, email, or in any way other than those specified above. All submissions received must include the words ''National Park Service'' or ''NPS'' and must include the docket number or RIN (1024–AF13) for this rulemaking. Comments received may be posted without change to *https://www.regulations.gov,* including any personal information provided.

Docket: For access to the docket to view the proposed rule and comments received, go to *https://www.regulations.gov* and search for ''1024–AF13.'' Be sure to check the Dockets Tab, Documents Tab, and Comments Tab for possible results.

FOR FURTHER INFORMATION CONTACT: Kevin Schluckebier, Superintendent, Castle Mountains National Monument;