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 2024–10–10, Amendment 39–22756 (89 FR 51401, June 18, 2024); and

■ b. Adding the following new airworthiness directive:

**Airbus Helicopters:** Docket No. FAA–2026–13832; Project Identifier MCAI–2026–00623–R.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by January 8, 2027.

**(b) Affected ADs**

This AD replaces AD 2024–10–10, Amendment 39–22756 (89 FR 51401, June 18, 2024).

**(c) Applicability**

This AD applies to all Airbus Helicopters Model SA 365 N, SA 365 N1, AS 365 N2, and AS 365 N3 helicopters, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 6720, Tail rotor control system.

**(e) Unsafe Condition**

This AD was prompted by a report of a tail rotor (TR) pedal control that was blocked during flight. The FAA is issuing this AD to detect and address interference of the tail rotor pedal control. The unsafe condition, if not addressed, could result in loss of yaw 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 2026–0118, dated June 22, 2026 (EASA AD 2026–0118).

**(h) Exceptions to EASA AD 2026–0118**

(1) Where EASA AD 2026–0118 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2026–0118 specifies ''within 165 flight hours (FH) after May 18, 2023 [the effective date of EASA AD 2023–0090]'', this AD requires replacing that text with ''within 100 hours time-in-service after the effective date of this AD''.

(3) Where the material referenced in EASA AD 2026–0118 specifies discarding parts, this AD requires removing those parts from service.

(4) Where the material referenced in EASA AD 2026–0118 specifies ''check'', this AD requires replacing that text with ''inspect'' or ''inspection(s)'', as applicable.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2026–0118.

**(i) No Reporting Requirement**

Although the material referenced in EASA AD 2026–0118 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

**(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 Aryanna Sanchez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (520) 990–9321; email: *aryanna.t.sanchez@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) European Union Aviation Safety Agency (EASA) AD 2026–0118, dated June 22, 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 November 20, 2026.

**Steven W. Thompson,**

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

[FR Doc. 2026–23880 Filed 11–23–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

**[Docket No. FAA–2026–13831; Project Identifier MCAI–2026–00809–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 supersede Airworthiness Directive (AD) 2026–08–51, which applies to all Airbus Helicopters Deutschland GmbH (AHD) Model MBB–BK 117 D–3 helicopters. AD 2026–08–51 requires inspecting the rotor hub-shaft for cracks, replacing any rotor hub-shaft that has any crack, and reporting information after accomplishment of the replacement. AD 2026–08–51 also prohibits installing any

affected rotor hub-shaft on any helicopter, unless certain requirements are met. Since the FAA issued AD 2026–08–51, it was determined that additional repetitive inspections (including eddy current inspections) are necessary, and that revising the compliance time to account for hoist operations is necessary. This proposed AD would retain the actions of AD 2026–08–51 and would require additional repetitive inspections. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this NPRM by January 8, 2027.

**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–2026–13831; 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 proposed 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 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–2026–13831; Project Identifier MCAI–2026–00809–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 2026–08–51, Amendment 39–23249 (91 FR 22995, April 29, 2026) (AD 2026–08–51), for all AHD Model MBB–BK 117 D–3 helicopters. AD 2026–08–51 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 2026–0078–E, dated April 13, 2026 (EASA Emergency AD 2026–0078–E), to correct an unsafe condition identified as cracking of the rotor hub-shaft, manufacturer part numbers D623M1501203 and D623M1501204. EASA then superseded EASA Emergency AD 2026–0078–E and issued EASA AD 2026–0091, dated May 8, 2026 (EASA AD 2026–0091), to revise the compliance time inspection thresholds and add repetitive visual inspections. The FAA did not issue an AD corresponding to EASA AD 2026–0091.

AD 2026–08–51 requires inspecting the rotor hub-shaft for cracks, replacing any rotor hub-shaft that has any crack, and reporting information after accomplishment of the replacement. AD 2026–08–51 also prohibits installing any affected rotor hub-shaft on any helicopter, unless certain requirements are met. The FAA issued AD 2026–08–51 to address cracking of the rotor hub-shaft, which, if not addressed, could lead to failure of the main rotor transmission and loss of control of the helicopter.

## Actions Since AD 2026–08–51 Was Issued

Since the FAA issued AD 2026–08–51, EASA superseded EASA AD 2026–0091 and issued EASA AD 2026–0151, dated July 30, 2026 (EASA AD 2026–0151) (also referred to as the MCAI). The MCAI states that repetitive eddy current inspections and revised compliance times for helicopters used for hoist operations are necessary.

In addition, since the FAA issued AD 2026–08–51, the FAA received a comment from Air Methods LLC (Air Methods) requesting changes to the requirements of AD 2026–08–51. The comment disposition below specifically addresses this comment.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–13831.

## Comment on AD 2026–08–51

The FAA gave the public the opportunity to comment on AD 2026–08–51. The following presents the comment received on AD 2026–08–51 and the FAA's response to the comment.

## Request To Define the Terms Used in the Final Rule

Air Methods requested that the FAA define ''events,'' as incorporated from paragraph (2) of EASA Emergency AD 2026–0078–E, which states ''after each reporting of noticeable changes in vibrations, or balancing abnormalities of a helicopter, accomplish an inspection.'' Air Methods also requested the FAA provide a more objective definition of the events that mandate the inspection. Specifically, they requested clarity on what defines reporting and balancing abnormalities of a helicopter, and

whether the vibrations have a measurable magnitude.

The FAA acknowledges the importance of having clear and objective criteria for determining when inspections are necessary. However, the FAA disagrees with revising the descriptions for the requested definitions. The FAA incorporated EASA Emergency AD 2026–0078–E by reference and believes its definitions are justified given the complex and varied nature of helicopter operations. At this time, the FAA has no alternative method or additional information to define or create alternative inspection criteria, without potentially overlooking critical safety considerations. The referenced material in the EASA Emergency AD 2026–0078–E states that if there are noticeable vibrations during the last flight, operators of helicopters equipped with a Health Monitoring System (HMS) should analyze the HMS data download for step changes, data that exceeds the amber or red threshold, or trends. The FAA did not change this AD as a result of this comment.

**Request To Revise the Inspection Criteria**

Air Methods requested the FAA revise AD 2026–08–51 by requiring a repetitive inspection based on hours time-in-service or flight cycles instead of a one-time inspection.

The FAA is superseding AD 2026–08–51 to require repetitive inspections. EASA Emergency AD 2026–0078–E was superseded by EASA AD 2026–0091, and then EASA AD 2026–0091 was superseded by EASA AD 2026–0151. This NPRM proposes to incorporate by reference EASA AD 2026–0151, which requires repetitive inspections of the rotor hub-shaft. The FAA did not change this AD as a result of this comment.

**Material Incorporated by Reference Under 1 CFR Part 51**

The FAA reviewed EASA AD 2026–0151, which specifies procedures for repetitive visual and eddy current inspection of the rotor hub-shaft, replacing any rotor hub-shaft that has cracks or suspicion of cracks, and reporting the results of the inspection to Airbus Helicopters. EASA AD 2026–0151 also prohibits installing any affected rotor hub-shaft that has not passed an inspection on any helicopter.

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 EASA AD 2026–0151, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this AD. See ''Differences Between this Proposed AD and the MCAI,'' for a detailed description of the differences.

**Differences Between This Proposed AD and the MCAI**

The MCAI applies to MBB–BK117 D–3m helicopters, whereas this proposed AD does not because that model does not have an FAA type certificate.

**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 2026–0151 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2026–0151 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 2026–0151 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 2026–0151. Material required by EASA AD 2026–0151 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–13831 after the FAA final rule is published.

**Interim Action**

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

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect 78 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 |
|---|---|---|---|---|
| Visually inspect rotor hub-shaft | 1 work-hour × $85 per hour = $85 | $0 | $85 (per inspection) | $6,630 (per inspection). |
| Inspect (eddy current) rotor hub-shaft | 2 work-hours × $85 per hour = $170 | 0 | $170 (per inspection) | $13,260 (per inspection). |
| Report inspection results | 1 work-hour × $85 per hour = $85 | 0 | $85 | $6,630. |

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 rotor hub-shaft | 4 work-hours × $85 per hour = $340 | $130,468 | $130,808 |

**Paperwork Reduction Act**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177–1524.

**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 2026–08–51, Amendment 39–23249 (91 FR 22995, April 29, 2026); and

■ b. Adding the following new airworthiness directive:

**Airbus Helicopters Deutschland GmbH (AHD):** Docket No. FAA–2026–13831; Project Identifier MCAI–2026–00809–R.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by January 8, 2027.

**(b) Affected ADs**

This AD replaces AD 2026–08–51, Amendment 39–23249 (91 FR 22995, April 29, 2026) (AD 2026–08–51).

**(c) Applicability**

This AD applies to all Airbus Helicopters Deutschland GmbH (AHD) Model MBB–BK 117 D–3 helicopters, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 6300, Main rotor drive system.

**(e) Unsafe Condition**

This AD was prompted by a report of a crack on the affected part, which was detected after the crew reported increased vibration of the helicopter. The FAA is issuing this AD to address cracking of the rotor hub-shaft, which could lead to failure of the main rotor transmission 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 paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with European Union Aviation Safety Agency AD 2026–0151, dated July 30, 2026 (EASA AD 2026–0151).

**(h) Exceptions to EASA AD 2026–0151**

(1) Where EASA AD 2026–0151 refers to April 15, 2026 (the effective date of EASA Emergency AD 2026–0078–E, dated April 13, 2026), this AD requires using April 16, 2026 (the effective date of AD 2026–08–51).

(2) Where EASA AD 2026–0151 refers to May 15, 2026 (the effective date of EASA AD 2026–0091, dated May 8, 2026), this AD requires using the effective date of this AD.

(3) Where EASA AD 2026–0151 refers to its effective date, this AD requires using the effective date of this AD.

(4) Where EASA AD 2026–0151 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(5) Where paragraph (7) of EASA AD 2026–0151 specifies ''if during any inspection as required by paragraph (1), (2), (3), (4) or (5)'', this AD requires replacing that text with ''if during any inspection as required by paragraph (1), (2), or (3)''.

(6) Where paragraph (7) of EASA AD 2026–0151 specifies ''within 7 days after that inspection, report the inspection result to AH [Airbus Helicopters]'', this AD requires replacing that text with ''within 30 days after that inspection, report the inspection results to Airbus Helicopters''.

(7) This AD does not adopt the ''Remarks'' section of EASA AD 2026–0151.

**(i) Special Flight Permits**

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

**(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 David Enns, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4147; email: *david.enns@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) European Union Aviation Safety Agency (EASA) AD 2026–0151, dated July 30, 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.*

(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 November 20, 2026.

**Steven W. Thompson,**

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

[FR Doc. 2026–23874 Filed 11–23–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF THE INTERIOR

## Bureau of Safety and Environmental Enforcement

## 30 CFR Part 250

**[Docket ID: MMA–2026–0166 EEAA021000 278E1700D2 ET1SF0000.EAQ000]**

**RIN 1014–AA56**

## Oil and Gas and Sulfur Operations in the Outer Continental Shelf—Documents Incorporated by Reference

**AGENCY:** Bureau of Safety and Environmental Enforcement (BSEE), Marine Minerals Administration (MMA), Interior.

**ACTION:** Proposed rule.

**SUMMARY:** The Department of the Interior (DOI or Department), through Marine Minerals Administration (MMA), is incorporating by reference a collection of production measurement industry standards and safety industry standards into its regulations governing oil, gas, and sulfur operations on the Outer Continental Shelf (OCS). Incorporation of these documents by reference will provide industry with up-to-date, minimum requirements for measuring oil and gas production volumes and enhancing safety. Compliance with these standards will reduce uncertainty in the measurement of oil and gas production and update the minimum standards in the safety regulations.

**DATES:** Submit comments by December 24, 2026. MMA may not fully consider comments received after this date. You may submit comments to the Office of Management and Budget (OMB) on the information collection burden in this proposed rule by ''December 24, 2026''. The deadline for comments on the information collection burden does not affect the deadline for the public to comment to MMA on the proposed regulations.

**ADDRESSES:** You may submit comments on the rulemaking by any of the following methods. Please use the Regulation Identifier Number 1014–AA56 as an identifier in your message. See also Public Availability of Comments under Procedural Matters.

- *Federal eRulemaking Portal: www.regulations.gov.* In the entry entitled, ''Enter Keyword or ID,'' enter MMA–2026–0166 then click search. Follow the instructions to submit public comments and view supporting and related materials available for this rulemaking. MMA may post all submitted comments.
- *Mail or hand-carry comments to MMA:* Attention: Regulations and Standards Branch, 45600 Woodland Road, VAE–ORP, Sterling, VA 20166. Please reference Regulation Identifier Number 1014–AA56, ''Oil and Gas and Sulfur Operations in the Outer Continental Shelf—Documents Incorporated by Reference'' in your comments and include your name and return address.
- All API standards that are safety-related and that are incorporated into Federal regulations are available to the public for free viewing online in the Incorporation by Reference Reading Room or for purchase on API's website at: *https://publications.api.org* and *https://www.api.org/products-and-services/standards/purchase,* respectively.
- For the convenience of the viewing public who may not wish to purchase or view the incorporated documents online, the documents may be inspected at MMA's offices at: 1919 Smith Street, Suite 14042, Houston, Texas 77002 (phone: 1–844–259–4779), or 45600 Woodland Road, Sterling, Virginia 20166 (email: *regs@bsee.gov*), by appointment only.
- Send comments on the information collection in this rule to: Interior Desk Officer 1014–0028, Office of Management and Budget; 202–395–5806 (fax); email: *oira_submission@omb.eop.gov.* Please send a copy to MMA at *regs@bsee.gov.*

*Public Availability of Comments:* Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. In order for MMA to withhold from disclosure your personal identifying information, you must identify any information contained in your comment submittal that, if released, would constitute a clearly unwarranted invasion of your personal privacy. You must also briefly describe any possible harmful consequence(s) of the disclosure of information, such as embarrassment, injury, or other harm. While you may request that we withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

**FOR FURTHER INFORMATION CONTACT:** For questions, contact Phillip Smith at 504–736–7515, or by email: *regs@bsee.gov.*

**SUPPLEMENTARY INFORMATION:**