CFM56–7B26/3B2F, CFM56–7B27/3B1, CFM56–7B27/3B3, CFM56–7B27/3F, CFM56–7B27/3B1F, CFM56–7B20E, CFM56–7B22E, CFM56–7B24E, CFM56–7B26E, CFM56–7B27E, CFM56–7B22E/B1, CFM56–7B24E/B1, CFM56–7B26E/B1, CFM56–7B26E/B2, CFM56–7B26E/F, CFM56–7B26E/B2F, CFM56–7B27E/B1, CFM56–7B27E/B3, CFM56–7B27E/F, CFM56–7B27E/B1F, CFM56–7B20/2, CFM56–7B22/2, CFM56–7B24/2, CFM56–7B26/2, CFM56–7B27/2, CFM56–7B27A, CFM56–7B27AE, and CFM56–7B27A/3 engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by an April 2018 event involving an engine failure due to a fractured fan blade that led to the engine inlet cowl disintegrating and debris penetrating the fuselage, resulting in one fatality, and the development of improved inspection methods. The FAA is issuing this AD to prevent failure of the fan blade. The unsafe condition, if not addressed, could result in failure of the fan blade, the engine inlet cowl disintegrating and debris penetrating the fuselage, causing a loss of pressurization, and prompting an emergency descent.

(f) Compliance

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

(g) Definitions

For the purpose of this AD, a ''part eligible for installation'' is:

(1) A fan blade that has fewer than 17,000 cycles since new (CSN); or

(2) A fan blade that has passed the inspection in accordance with paragraph (h)(1) of this AD within the last 1,600 flight cycles (FCs) before installation.

(h) Required Actions

(1) Within the following compliance times, perform either an ultrasonic inspection or an eddy current inspection of the concave and convex sides of the fan blade dovetail in accordance with the Accomplishment Instructions, paragraphs 3.A.(3)(a) through (i), of CFM International CFM56–7B Service Bulletin (SB) S/B 72–1033, Revision 06, dated August 14, 2026 (CFM56–7B SB 72–1033, Revision 6) for ultrasonic inspections, or in accordance with the instructions in Subtask 72–21–01–220–091, of Task 72–21–01–200–001, from CFM CFM56–7B Engine Shop Manual, Revision 67, dated July 15, 2026, for eddy current inspections.

(i) For initial inspection, prior to accumulating 17,000 CSN or within 1,600 FCs since the last inspection of the fan blade dovetail before the effective date of this AD, whichever occurs later.

(ii) Thereafter, repeat the inspection at intervals not to exceed 1,600 FCs since the last inspection of the fan blade dovetail.

(2) If any unserviceable indication is found during the inspection required by paragraph (h)(1) of this AD, before further flight, replace the fan blade with a part eligible for installation.

(i) Installation Prohibition

(1) After the effective date of this AD, do not install a fan blade on any engine, unless it is a part eligible for installation as defined in paragraph (g) of this AD.

(2) Removing and reinstalling a fan blade for the purpose of relubrication is not subject to the requirements of this paragraph.

(j) No Reporting or Returning of Parts Requirement

Where CFM56–7B SB 72–1033, Revision 6, requires reporting inspection results, this AD does not require that action. Where Subtask 72–21–01–220–091, of Task 72–21–01–200–001, from CFM CFM56–7B Engine Shop Manual, Revision 67, dated July 15, 2026, specifies to send parts to the manufacturer, this AD does not require that action.

(k) Credit for Previous Actions

You may take credit for the actions that are required by paragraph (h) of this AD if you performed those actions before the effective date of this AD using CFM SB CFM56–7B S/B 72–1019, dated March 24, 2017; CFM SB CFM56–7B S/B 72–1019, Revision 1, dated June 13, 2017; CFM SB CFM56–7B S/B 72–1024, dated July 26, 2017; CFM SB CFM56–7B S/B 72–1033, dated April 20, 2018; CFM SB CFM56–7B S/B 72–1033, Revision 01, dated May 09, 2018; CFM SB CFM56–7B S/B 72–1033, Revision 2, dated July 27, 2018; CFM SB CFM56–7B S/B 72–1033, Revision 03, dated November 6, 2018; CFM SB CFM56–7B S/B 72–1033, Revision 04, dated September 12, 2019; CFM SB CFM56–7B S/B 72–1033, Revision 05, dated July 28, 2026; or the instructions in Subtask 72–21–01–220–091, of Task 72–21–01–200–001, from the CFM56–7B Engine Shop Manual, Revision 67, dated July 15, 2026, or earlier revision.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR–520 Continued Operational Safety 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 AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (m) 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.

(3) For material that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraph (h)(1) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(m) Additional Information

For more information about this AD, contact Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7178; email: *alexei.t.marqueen@faa.gov.*

(n) 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) CFM International (CFM) CFM56–7B Service Bulletin S/B 72–1033, Revision 06, dated August 14, 2026.

(ii) Subtask 72–21–01–220–091, of Task 72–21–01–200–001, from the CFM CFM56–7B Engine Shop Manual, Revision 67, dated July 15, 2026.

(3) For CFM material identified in this AD, contact CFM International, S.A., GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45215; phone: (877) 432–3272; email: *aviation.fleetsupport@ge.com.*

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. 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 19, 2026.

Lona C. Saccomando,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2026–23860 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–2026–8790; Project Identifier MCAI–2025–01793–R; Amendment 39–23523; AD 2026–23–06]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2025–08–06 which applied to certain Airbus Helicopters Model SA330J helicopters. AD 2025–08–06 required repetitively inspecting for a gap between the main gearbox (MGB) oil cooling fan assembly rotor blade and the upper section of the guide vane bearing housing, replacing the MGB fan rotor bearings with serviceable bearings if necessary, and at a later compliance time replacing the MGB fan rotor bearing assembly with an improved MGB fan rotor bearing assembly, which constitutes terminating action for the repetitive inspections. Since AD 2025–08–06 was issued, the FAA determined that the compliance time for installing the improved MGB fan rotor bearing assembly should be extended. This AD continues to require the actions in AD 2025–08–06 and increases the compliance time for installing the improved MGB fan rotor bearing assembly. This AD also prohibits installing any MGB fan rotor bearings and any MGB fan rotor bearing assembly, unless certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 29, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 29, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–8790; 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 final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (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 this material on the EASA website at *ad.easa.europa.eu.*
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, FAA, 10101 Hillwood Parkway, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at *regulations.gov* under Docket No. FAA–2026–8790.

FOR FURTHER INFORMATION CONTACT: George Weir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–4045; email: *george.a.weir@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2025–08–06, Amendment 39–23019 (90 FR 19255, May 7, 2025), (AD 2025–08–06). AD 2025–08–06 applied to certain Airbus Helicopters Model SA330J helicopters. AD 2025–08–06 required repetitively inspecting for a gap between the MGB fan rotor blade and the upper section of the guide vane bearing housing, replacing the MGB fan rotor bearings with serviceable bearings if necessary, and at a later compliance time replacing the MGB fan rotor bearing assembly with an improved assembly, which constitutes terminating action for the repetitive inspections. The FAA issued AD 2025–08–06 to prevent rotor burst of the MGB fan, damage to the hydraulic lines and flight controls, and subsequent loss of control of the helicopter.

The NPRM was published in the **Federal Register** on September 1, 2026 (91 FR 56081). The NPRM was prompted by an MCAI originated by EASA, which is the Technical Agent for the Member States of the European Union. EASA issued EASA AD 2022–0191R1, dated December 9, 2025 (EASA AD 2022–0191R1) (also referred to as the MCAI). The MCAI states that the manufacturer determined that the compliance time for the required modification can be extended due to industrial constraints linked to the availability of replacement parts.

In the NPRM, the FAA proposed to require the actions in AD 2025–08–06 and increase the compliance time for installing the improved MGB fan rotor bearing assembly. In the NPRM, the FAA also proposed to prohibit installing any MGB fan rotor bearings and any MGB fan rotor bearing assembly, unless certain requirements are met.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–8790.

Explanation of Retained Requirements

Although this AD does not explicitly restate the requirements of AD 2025–08–06, this AD retains the requirements of AD 2025–08–06. Those requirements are referenced in EASA AD 2022–0191R1, which, in turn, is referenced in paragraph (g) of this AD.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from one individual commenter. The commenter supported the NPRM without change.

Conclusion

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 referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2022–0191R1, which specifies procedures for repetitively inspecting for play (a gap) between the MGB fan rotor blade and the upper section of the guide vane bearing housing. If there is play that does not meet the minimum requirement, EASA AD 2022–0191R1 requires replacing the affected MGB fan rotor bearings with serviceable bearings (both rear and front). EASA AD 2022–0191R1 also specifies procedures for replacing the MGB fan bearing assembly with an improved assembly, which constitutes terminating action for the repetitive inspections. Additionally, EASA AD 2022–0191R1 prohibits installing any MGB fan rotor bearings unless they are serviceable bearings and prohibits installing any MGB fan bearing assembly unless it is an improved MGB fan bearing assembly.

This material is reasonably available because the interested parties have access to it through their normal course of business or by means identified in the **ADDRESSES** section.

Costs of Compliance

The FAA estimates that this AD affects 3 helicopters of U.S. registry.

The FAA estimates the following costs to comply with this AD:

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspect MGB fan bearing assembly	2 work hours × $85 per hour = $170	$0	$170	$510

The FAA estimates the following costs to do any replacements that would be required based on the results of the inspection.

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace MGB fan rotor bearings	6 work hours × $85 per hour = $510	Up to $1,938 (both bearings)	Up to $2,448.
Modify fan bearing assembly	8 work hours × $85 per hour = $680	Up to $17,521	Up to $18,201.

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 has determined that this AD will not have federalism implications under Executive Order 13132. This AD will 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 this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Will not affect intrastate aviation in Alaska, and

(3) Will 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 Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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 2025–08–06, Amendment 39–23019 (90 FR 19255, May 7, 2025); and

■ b. Adding the following new airworthiness directive:

2026–23–06 Airbus Helicopters: Amendment 39–23523; Docket No. FAA–2026–8790; Project Identifier MCAI–2025–01793–R.

(a) Effective Date

This airworthiness directive (AD) is effective December 29, 2026.

(b) Affected ADs

This AD replaces AD 2025–08–06, Amendment 39–23019 (90 FR 19255, May 7, 2025) (AD 2025–08–06).

(c) Applicability

This AD applies to all Airbus Helicopters Model SA330J helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6322, Rotorcraft Cooling Fan System.

(e) Unsafe Condition

This AD was prompted by the development of a modification for an improved main gearbox (MGB) fan rotor bearing assembly and the determination that the compliance time for installation should be extended. The FAA is issuing this AD to prevent rotor bursting of the MGB fan. The unsafe condition, if not addressed, could result in damage to the hydraulic lines and flight controls and loss of 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 (EASA) AD 2022–0191R1, dated December 9, 2025 (EASA AD 2022–0191R1).

(h) Exceptions to EASA AD 2022–0191R1

(1) Where EASA AD 2022–0191R1 refers to August 11, 2020 (the effective date of EASA AD 2020–0171, dated July 28, 2020), this AD requires using June 11, 2025 (the effective date of AD 2025–08–06).

(2) Where EASA AD 2022–0191R1 refers to September 29, 2022 (the effective date of EASA AD 2022–0191, dated September 15, 2022), this AD requires using June 11, 2025 (the effective date of AD 2025–08–06).

(3) Where EASA AD 2022–0191R1 refers to its effective date, this AD requires using the effective date of this AD.

(4) Where EASA AD 2022–0191R1 refers to flight hours (FH), this AD requires using hours time-in-service.

(5) Where the material referenced in EASA AD 2022–0191R1 specifies to send the fan-bearing assembly to an approved D-level maintenance center, this AD does not require that action.

(6) This AD does not adopt the ''Remarks'' section of EASA AD 2022–0191R1.

(i) No Reporting or Returning of Parts Requirement

Although the material referenced in EASA AD 2022–0191R1 specifies submitting certain information and return parts to the manufacturer, this AD does not require those actions.

(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 George Weir, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–4045; email: *george.a.weir@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 2022–0191R1, dated December 9, 2025.

(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 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 16, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–23879 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–2026–13825; Project Identifier MCAI–2026–01123–R; Amendment 39–23528; AD 2026–24–04]

RIN 2120–AA64

Airworthiness Directives; Bell Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Bell Textron Canada Limited (Bell) Model 429 helicopters. This AD was prompted by reports of premature wear-out of certain spherical bearings due to a quality escape of the spherical bearing monoballs not receiving the required hard coating. This AD requires repetitively inspecting the tail rotor (TR) pitch link assemblies and their bearings for cracks, wear, and mechanical or corrosion damage and, depending on the results, replacing any affected TR pitch link assembly. This AD also allows an affected part to be installed in a helicopter if certain requirements are met. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 9, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 9, 2026.

The FAA must receive comments on this AD 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–2026–13825; 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 final rule, 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 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;* website: *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. It is also available at *regulations.gov* under Docket No. FAA–2026–13825.

FOR FURTHER INFORMATION CONTACT: Steven Warwick, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–5225; email: *steven.r.warwick@faa.gov*.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under **ADDRESSES**. Include ''Docket No. FAA–2026–13825; Project Identifier MCAI–2026–01123–R'' at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, 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 final rule 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 final rule.

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 AD 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 AD, 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 AD. Submissions containing CBI should be sent to Steven Warwick, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically