

NPRM may impact regulated entities and specific improvements, including how such suggestions would increase the benefit of CIRCIA to critical infrastructure owners and operators. Specifically:

- The scope of entities that would only be considered covered entities because of size-based criterion and would not meet any of the sector-based criteria.
- The proposed decision to include a size-based criterion.
- The proposed sector-based criteria used in the Applicability Section to identify certain entities as covered entities.
- Potential alternative sector-based criteria for the Commercial Facilities Sector, Dams Sector, and Food and Agriculture Sector if CISA modifies or removes the general size-based threshold criterion.
- The use of the Environmental Protection Agency Risk Management Program (EPA RMP) as alternative sector-based criteria for the Chemical Sector given that CFATS remains unauthorized.
- CISA's proposal to incorporate Oil and Natural Gas Subsector entities primarily through the size-based threshold instead of developing one or more criteria specifically targeting Oil and Natural Gas Subsector entities—and whether this size threshold will capture the correct population of entities in this subsector.
- Whether CISA should include in the final rule specific criteria to cover Managed Service Providers (MSPs) or Cloud Service Providers (CSPs) utilizing open-source software or additional, specific criteria that would require reporting related to open-source code, open-source software, or code repositories.
- Whether there are other lists of entities in a critical infrastructure sector that should be included as covered entities (either instead of the applicability criteria for covered entity proposed in the NPRM or in addition to the proposed applicability criteria), to the extent that those listed entities fall within a critical infrastructure sector.
- The proposed examples of incidents that likely would or would not qualify as a substantial cyber incident, to include whether the examples provided by CISA are accurate and whether there are other types of incidents that it would be useful to include in the list of examples of incidents that likely would or would not qualify as a substantial cyber incident.
- CISA's proposed interpretations of what constitutes substantially similar

information and a substantially similar timeframe.

- Improvements to the content of reports.
- Improvements to the proposed approach for RFIs and subpoenas.
- Potential approaches to harmonizing CIRCIA's regulatory reporting requirements with other existing federal or state local, tribal, or territorial (SLTT) laws, regulations, directives, or similar policies that require reporting of cyber incidents or ransom payments.
- How to reduce actual, likely, or potential duplication or conflict between other federal or SLTT laws, regulations, directives, or policies and CIRCIA's reporting requirements.

III. Town Hall Meeting Procedures and Participation

Town hall meetings are intended to provide stakeholders with the opportunity to directly share their feedback on the CIRCIA NPRM with CISA. CISA will not be able to share non-public or deliberative information about the CIRCIA rulemaking during meetings, nor will CISA be able to commit to resolving policy issues impacting or impacted by the rulemaking in a specific manner.

Registration is required to attend each town hall meeting. See the **ADDRESSES** Section of this notice for instructions on how to register. CISA will send registered individuals a meeting-specific link and any other pertinent information necessary to participate in the meeting via email. CISA encourages individuals representing entities that they do not believe fall within a specific critical infrastructure sector to register for a general town hall meeting. Those individuals who are unable to attend a town hall meeting for their sector may also attend general town hall meetings.

Each town hall meeting is expected to last up to a total of two hours. To allow as many stakeholders as possible the opportunity to speak, CISA requests that speakers limit their remarks and responses to three minutes. CISA reserves the right to stop speakers who exceed the limit. Please note that a town hall meeting may adjourn early if all registered individuals present have had the opportunity to speak prior to the scheduled conclusion of the meeting.

Town hall meetings will be recorded and transcribed by CISA. After a meeting has taken place, CISA will post copies of the transcripts of the town hall meetings in the docket for the CIRCIA rulemaking. CISA will also include the name and organizational affiliation of each person that attends town hall meetings in the docket. Additionally,

CISA will provide public notice that a meeting has taken place on www.cisa.gov/circia with a link to transcripts and any associated materials.

If a participant wants CISA to consider data or specific written materials as part of a town hall meeting, stakeholders must provide that information to CISA in writing no later than seven (7) calendar days after the meeting. Written material must be sent to CIRCIA@cisa.dhs.gov and will be made publicly available in the docket for the CIRCIA rulemaking.

CISA is committed to ensuring all participants have equal access to this opportunity regardless of disability status. If you require reasonable accommodation due to a disability to fully participate, please contact CISA at circia@cisa.dhs.gov as soon as possible prior to the town hall meeting that you wish to attend.

Madhu Gottumukkala,

Acting Director, Cybersecurity and Infrastructure Security Agency.

[FR Doc. 2026-02948 Filed 2-12-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-1326; Project Identifier MCAI-2025-00312-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 AHD Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, EC635T2+, MBB-BK 117 C-2, and MBB-BK 117 D-2 helicopters. This proposed AD was prompted by reports of cracks on the cable drum of the rescue hoist assembly. This proposed AD would require repetitively inspecting the cable drum of certain rescue hoist assemblies for cracks and depending on the results, replacing or repairing the cable drum of the rescue hoist assembly. This proposed AD would also prohibit the operation and the installation of an affected rescue hoist assembly on a helicopter, unless certain requirements are met. The FAA

is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by March 30, 2026.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- *Fax:* (202) 493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-1326; 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 find this material on the EASA website at ad.easa.europa.eu.

- You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

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 relevant data, views, or arguments about this proposal. Send your comments using a method listed under **ADDRESSES**. Include “Docket No. FAA-2026-1326; Project Identifier MCAI-2025-00312-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 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](https://www.regulations.gov), including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Steven Warwick, 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

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2025-0055, dated March 11, 2025 (EASA AD 2025-0055) (also referred to as the MCAI), to correct an unsafe condition on AHD Model EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+, and EC635 T3 helicopters. The MCAI states that cracks were reported on a cable drum installed on certain part numbered Goodrich rescue hoist assemblies. Additionally, the material referenced in the MCAI states that Goodrich determined that this occurrence was isolated to a batch of cable drums made from a plate material, which was determined to have increased susceptibility to corrosion-induced fatigue. This unsafe condition, if not addressed, could result in

corrosion-induced fatigue of the cable drum, and consequent injuries to human load or individuals on the ground.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-1326.

Material Incorporated by Reference Under 1 CFR Part 51

EASA AD 2025-0055 specifies procedures for repetitively inspecting the cable drum installed on the rescue hoist assembly for cracks longer than 3 mm and, depending on the results, contacting the manufacturer for approved repair instructions. Additionally, the MCAI allows the installation of an affected rescue hoist assembly on a helicopter if it meets certain requirements. Finally, the MCAI prohibits the operation of an affected rescue hoist assembly after a certain effective date as specified in the MCAI.

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 2025-0055, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this proposed AD. See “Differences Between this NPRM and the MCAI” for a discussion of the general differences included in this proposed AD.

Differences Between This Proposed AD and the MCAI

The MCAI applies to AHD Model EC635 P2+, EC635 P3, EC635 T1, and EC635 T3 helicopters, whereas this proposed AD would not because those models do not have an FAA type certificate.

Where the MCAI specifies to contact the manufacturer for repair instructions,

this proposed AD would require repairing an affected rescue hoist assembly in accordance with a method approved by the Manager, International Validation Branch or Airbus Helicopters' Design Organization Approval.

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 2025-0055 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2025-0055 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 2025-0055 does not mean that operators need to comply only with that section. For example, where the AD requirement refers to "all required actions and compliance times,"

compliance with this proposed AD requirement is not limited to the section titled "Required Action(s) and Compliance Time(s)" in EASA AD 2025-0055. Material referenced in EASA AD 2025-0055 for compliance will be available at *regulations.gov* under Docket No. FAA-2026-1326 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 476 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
Visual inspection of the cable drum	1 work-hour × \$85.00 per hour = \$85	\$0.00	\$85	\$40,460

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 helicopters that might need this replacement:

ESTIMATED COSTS FOR OPTIONAL ACTION

Action	Labor cost	Parts cost	Cost per product
Replace rescue hoist assembly	3.5 work-hours × \$85 per hour = \$298	\$123,000	\$123,298

The FAA has no way of determining the cost to repair a rescue hoist assembly or the number of helicopters that may require either repair or replacement of the rescue hoist assembly if any cracks are found in the cable drum that are of a certain length or more.

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-2026-1326; Project Identifier MCAI-2025-00312-R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by March 30, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and

EC635T2+ helicopters, all serial numbers (S/N) up to 1999; and Model MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters, all S/Ns, certificated in any category.

Note 1 to paragraph (c): Helicopters with an EC135P3H designation are Model EC135P3 helicopters. Helicopters with a EC135T3H designation are Model EC135T3 helicopters.

Note 2 to paragraph (c): Helicopters with an MBB-BK 117 C-2e designation are Model MBB-BK 117 C-2 helicopters.

(d) Subject

Joint Aircraft System Component (JASC) Code 2500, Cabin Equipment/Furnishings.

(e) Unsafe Condition

This AD was prompted by reports of cracks on the cable drum of the rescue hoist assembly. The FAA is issuing this AD to detect and correct cable drums installed on certain rescue hoist assemblies that have been manufactured with a certain plate material that could result in corrosion-induced fatigue of the cable drum. This unsafe condition, if not addressed, could result in failure of the cable drum, and consequent injuries to human load or individuals on the ground.

(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 2025-0055, dated March 11, 2025 (EASA AD 2025-0055).

(h) Exceptions to EASA AD 2025-0055

(1) Where EASA AD 2025-0055 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2025-0055 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where paragraph (2) of EASA AD 2025-0055 and the material referenced in EASA AD 2025-0055 specifies to contact the manufacturer for repair instructions, or where the material specifies to contact Goodrich Hoist and Winch for further instructions if any cracks or suspected cracks longer than 3 mm are found, for this AD repair an affected rescue hoist assembly in accordance with a method approved by the Manager, International Validation Branch or Airbus Helicopters' Design Organization Approval.

(4) Where the material referenced in EASA AD 2025-0055 specifies "magnifying Glass 6x maximum," this AD requires replacing that text with "6X magnification or higher power."

(5) This AD does not adopt the "Remarks" section of EASA AD 2025-0055.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2025-0055 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 provided there are no external loads.

(k) 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 (l) of this AD and emailed 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.

(l) Additional Information

For more information about this AD, 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.

(m) 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 2025-0055, dated March 11, 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 this material on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Parkway, Room 6N-321, 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 February 10, 2026.

Steven W. Thompson,

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

[FR Doc. 2026-02923 Filed 2-12-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-1324; Project Identifier AD-2025-00986-T]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company 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 The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes. This proposed AD was prompted by a report of cracks found in the fuselage skin underneath the aft drain mast. This proposed AD would require repetitive inspections of the fuselage skin and structure common to the aft drain mast for any crack or corrosion and applicable on-condition actions. 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 March 30, 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-2026-1324; 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.

Material Incorporated by Reference:

- For Boeing material identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone