Robinson Model R66 helicopter, as changed, continues to meet the applicable provisions of the regulations incorporated by reference in Type Certificate No. R00015LA or the applicable regulations in effect on the date of application for the change.

If the Administrator finds that the applicable airworthiness regulations (*i.e.,* 14 CFR part 27) do not contain adequate or appropriate safety standards for the Robinson Model R66 helicopter because of a novel or unusual design feature, special conditions are prescribed under the provisions of § 21.16.

Special conditions are initially applicable to the model for which they are issued. Should the applicant apply for an STC to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, these special conditions would also apply to the other model under § 21.101.

In addition to the applicable airworthiness regulations and special conditions, the Robinson Model R66 helicopter must comply with the fuel-vent and exhaust-emission requirements of 14 CFR part 34, and the noise-certification requirements of 14 CFR part 36.

The FAA issues special conditions, as defined in 14 CFR 11.19, in accordance with § 11.38, and they become part of the type certification basis under § 21.101.

Novel or Unusual Design Feature

The Robinson Model R66 helicopter would incorporate the following novel or unusual design feature:

A primary FCS that replaces the mechanical cyclic and collective with a FBW FCS. Skyryse applied for a supplemental type certificate for a system with aircraft-agnostic flight automation technology, the SkyOS, in Robinson Model R66 rotorcraft. The flight control inputs from this FBW system will replace the tactical feedback from pushrods with a position calculated by a computer. The SkyOS does not modify the engine, main rotor, tail rotor, or physical travel limits of the flight control surfaces.

Discussion

The proposed special conditions contain the additional safety standards that the Administrator considers necessary to establish a level of safety equivalent to that established by the existing airworthiness standards. The proposed special conditions are required to address the gap in the regulation that was created by the replacement of mechanical primary flight control with digital controls. Section 27.695 is based on the ability of the pilot to manage control of the rotorcraft with tactile feedback, which does not exist in the proposed FBW design. As such, to provide the same level of safety, these proposed special conditions would require a display of the commanded positions of the primary flight controls and any information regarding the FBW system state of operation.

Applicability

As discussed above, these proposed special conditions are applicable to the model for which they are issued. Should the applicant apply for an STC to modify any other model included on the same type certificate to incorporate the same novel or unusual design feature, these special conditions would apply to the other model as well.

Conclusion

This action affects only a certain novel or unusual design feature on one helicopter model. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the helicopter.

List of Subjects in 14 CFR Part 27

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

Authority Citation

The authority citation for these special conditions is as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701, 44702, and 44704.

The Proposed Special Conditions

Accordingly, the Federal Aviation Administration proposes the following special conditions as part of the type certification basis for the Robinson Helicopter Company Model R66 helicopter, as modified by Skyryse.

Flight Control Systems

The flight control system functions, controls, indications, and alerts must be designed to minimize flightcrew errors and confusion concerning operation of the flight control system. This includes any degraded functions required for continued safe flight and landing. Means must be provided to indicate the current mode of operation to the pilot. The controls and indications must be grouped and presented to the pilot in a format that clearly defines the flight control system functions. The displayed information must be visible to the flightcrew under all expected lighting conditions.

Issued in Fort Worth, Texas, on April 16, 2026.

Jorge R. Castillo,

Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.

[FR Doc. 2026–07714 Filed 4–20–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–3488; Project Identifier AD–2024–00583–R]

RIN 2120–AA64

Airworthiness Directives; Various Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to supersede Airworthiness Directive (AD) 2015–20–12, which applies to certain Sikorsky Aircraft Corporation Model S–61A, D, E, L, N, NM serial number (S/N) 61454, R, and V; Croman Corporation Model SH–3H; Carson Helicopters, Inc., Model S–61L and SH–3H; Glacier Helicopter, Inc., Model CH–3E; Robinson Air Crane, Inc., Model CH–3E, CH–3C, HH–3C and HH–3E; and Siller Helicopters Model CH–3E and SH–3A helicopters. AD 2015–20–12 requires calculating or recalculating the hours time-in-service (TIS) of the main rotor shaft (MRS), determining whether the MRS is repetitive external lift (REL) or non-REL, performing a nondestructive inspection (NDI) for cracks, replacing any MRS that has cracks, replacing parts before their life limits and removing from service any parts that have exceeded their life limits. This proposed AD would also require establishing retirement lives for each REL MRS, including reducing life limits and allowing for modification of life limits based on service information, and removing any MRS with oversized dowel pin bores. Since the FAA issued AD 2015–20–12, a design re-evaluation shows that the MRS on certain helicopter models requires a lower life limit. This proposed AD would retain some of the requirements of AD 2015–20–12, and would also lower the retirement life for a certain MRS installed on certain helicopters and would update the type certificate holder name for some of the affected helicopter models. 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 June 5, 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–2026–3488; 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 Sikorsky material identified in this proposed AD, contact a Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, Mailstop K100, 124 Quarry Road, Trumbull, CT 06611; telephone 1–800–946–4337 (1–800–Winged–S); email: *wcs_cust_service_eng.gr-sik@lmco.com;* website: *sikorsky360.com*.
- 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–2026–3488.

FOR FURTHER INFORMATION CONTACT: Isabel Saltzman, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (781) 238–7649; email: *ECB-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–2026–3488; Project Identifier AD–2024–00583–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 Isabel Saltzman, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337. 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 2015–20–12, Amendment 39–18291 (80 FR 63422, October 20, 2015) (AD 2015–20–12), for Sikorsky Aircraft Corporation; Sikorsky Aircraft; Croman Corporation; Carson Helicopters, Inc.; Glacier Helicopter, Inc.; Robinson Air Crane, Inc.; and Siller Helicopters Model S–61A, D, E, L, N, NM (S/N 61454), R, V, CH–3C, CH–3E, HH–3C, HH–3E, SH–3A, and SH–3H helicopters with a MRS, part number S6135–20640–001, S6135–20640–002, or S6137–23040–001, installed. AD 2015–20–12 was prompted by the manufacturer's re-evaluation of the retirement life for the MRS based on torque, ground-air-ground (GAG) cycle, and fatigue testing. AD 2015–20–12 requires recording the number of external lift cycles (lift cycles) performed and the hours TIS, determining whether the MRS is REL or Non-REL (see paragraph (h) of this AD for calculation), performing an NDI for any MRS used in REL operations and replacing a cracked MRS, and marking any REL MRS at the time of the NDI. AD 2015–20–12 also requires, when recording the number of hours TIS, using either the helicopter's hours TIS or the helicopter's transmission hours TIS if both the shaft and transmission were installed new at the same time where there is no record of the hours TIS on an individual MRS. AD 2015–20–12 also requires calculating a 250-hour TIS moving average of lift cycles to determine whether the MRS is an REL MRS (see paragraph (h) of this AD for calculation); determining a new retirement life for each MRS based on hours TIS and lift cycles; removing from service any MRS with oversized dowel pin bores; extending the hours TIS required for identifying the MRS as an REL MRS to coincide with the NDI to prevent repeated disassembly of the shaft; and extending the time required to replace the MRS and revising calculations for establishing the retirement life. The FAA issued AD 2015–20–12 to prevent MRS structural failure, loss of power to the main rotor, and subsequent loss of control of the helicopter.

Actions Since AD 2015–20–12 Was Issued

Since the FAA issued AD 2015–20–12, another design re-evaluation of the MRS was performed and the re-evaluation showed that further reducing the retirement life for Non-REL MRS is required to address the unsafe condition.

Additionally, this proposed AD would update the current type certificate holder information for Model USAF CH–3C, HH–3C, CH–3E, and HH–3E helicopters from Robinson Air Crane, Inc. to Reynolds Aviation, as reflected in Type Certificate Data Sheet R00007AT Revision 1, dated August 25, 2015.

AD 2015–20–12 describes life limits as retirement lives. Retirement lives and life limits are used interchangeably throughout this AD. While life limit is the 14 CFR part 43 terminology, the FAA uses retirement life and life limit in this AD because some of the initial requirements of this AD have been in place for over a decade.

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.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Sikorsky Alert Service Bulletin (ASB) No. 61B–35–69 Revision A, dated October 10, 2023, which specifies procedures for determining the total number of accumulated cycles since new for the MRS, determining REL and Non-REL status, assigning new REL and Non-REL MRS retirement lives, marking the REL MRS, and annotating the retirement life of the MRS in the existing helicopter logbook.

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.

Proposed AD Requirements in This NPRM

This proposed AD would retain the requirements of AD 2015–20–12, except the retirement life of a Non-REL MRS. This proposed AD would require reducing the retirement life of a Non-REL MRS currently assigned a 13,000-hour TIS retirement life to 7,300 hours TIS. If the hours TIS on a Non-REL MRS are greater than 7,300 hours TIS and the MRS is installed, this proposed AD would require removing it from service at the next main gearbox overhaul. If the hours TIS on a Non-REL MRS are greater than 7,300 hours TIS, and the MRS is uninstalled or in overhaul, this proposed AD would require removing it from service. If the hours TIS on a Non-REL MRS are less than 7,300 hours TIS, this proposed AD would require removing the MRS from service before exceeding 7,300 hours TIS.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 76 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
NDI of an REL MRS	3 work-hours × $85 per hour = $255	$50	$305	$23,180
Replace/remove an MRS	3 work-hours × 85 per hour = 255	81,216	81,471	6,191,796
Revise the log card	1 work-hour × 85 per hour = 85	0	85	6,460

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 2015–20–12, Amendment 39–18291 (80 FR 63422, October 20, 2015); and

■ b. Adding the following new airworthiness directive:

Various Helicopters: Docket No. FAA–2026–3488; Project Identifier AD–2024–00583–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by June 5, 2026.

(b) Affected ADs

This AD replaces AD 2015–20–12, Amendment 39–18291 (80 FR 63422, October 20, 2015).

(c) Applicability

This AD applies to various helicopters, certificated in any category, identified in paragraphs (c)(1) through (7) of this AD, with a main rotor shaft (MRS) part number S6135–20640–001, S6135–20640–002, or S6137–23040–001, installed.

(1) Model CH–3E helicopters; current type certificate holders include but are not limited to, Glacier Helicopter, Inc. and Siller Helicopters.

(2) Sikorsky Aircraft Corporation Model S–61A, S–61D, S–61E, and S–61V helicopters.

(3) Sikorsky Aircraft Model S–61L, S–61N, S–61NM (serial number (S/N) 61454), and S–61R helicopters.

(4) Model S–61L helicopters; current type certificate holders include but are not limited to, Carson Helicopters.

(5) Model SH–3A helicopters; current type certificate holders include but are not limited to, Siller Helicopters.

(6) Model SH–3H helicopters; current type certificate holders include but are not limited to, Carson Helicopters and Croman Corporation.

(7) Model USAF CH–3C, CH–3E, HH–3C, and HH–3E helicopters; current type certificate holders include but are not limited to, Reynolds Aviation.

(d) Subject

Joint Aircraft System Component (JASC) Code/Air Transport Association (ATA) of America Code 6320, Main Rotor Gearbox.

(e) Unsafe Condition

This AD was prompted by a design re-evaluation that shows that the MRS on certain helicopter models requires a lower life limit based on torque, ground-air-ground (GAG) cycle, and fatigue testing. The FAA is issuing this AD to detect and correct a fatigue crack in the MRS. The unsafe condition, if not addressed, could result in a MRS structural failure, loss of power to the main rotor, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 10 hours time-in-service (TIS) after November 24, 2015 (the effective date of AD 2015–20–12):

(i) Create a component history card or equivalent record for each MRS.

(ii) If there is no record of the hours TIS on an individual MRS, substitute the helicopter's hours TIS or the helicopter's transmission hours TIS if both the shaft and transmission were installed new at the same time.

(iii) If the record of external lift cycles (lift cycles) on an individual MRS is incomplete, add the known number of lift cycles to a number calculated by multiplying the number of hours TIS of the individual MRS by the average lift cycles calculated according to the instructions in paragraph (h)(1) of this AD or by a factor of 13.6, whichever is higher. An external lift cycle is defined as a flight cycle in which an external load is picked up, the helicopter is repositioned (through flight or hover), and the helicopter hovers and releases the load and departs or lands and departs.

(iv) At the end of each day's operations, record the number of lift cycles performed and the hours TIS.

(2) Within 250 hours TIS after November 24, 2015 (the effective date of AD 2015–20–12), determine whether the MRS is a repetitive external lift (REL) or Non-REL MRS.

(i) Calculate the first moving average of lift cycles by following the instructions in paragraph (h)(1) of this AD.

(A) If the calculation results in 6 or more lift cycles per hour TIS, the MRS is an REL MRS.

(B) If the calculation results in less than 6 lift cycles per hour TIS, the MRS is a Non-REL MRS.

(ii) If the MRS is a Non-REL MRS based on the calculation performed in accordance with paragraph (g)(2)(i) of this AD, thereafter at intervals of 50 hours TIS, recalculate the average lift cycles per hour TIS by following the instructions in paragraph (h)(2) of this AD.

(iii) Once an MRS is determined to be an REL MRS, you no longer need to perform the 250-hour TIS moving average calculation, but you must continue to count and record the lift cycles and number of hours TIS.

(iv) If an MRS is determined to be an REL MRS, it remains an REL MRS for the rest of its service life and is subject to the retirement times for an REL MRS.

(3) Within 1,100 hours TIS after November 24, 2015 (the effective date of AD 2015–20–12):

(i) Conduct a Non-Destructive Inspection for a crack on each MRS. If there is a crack in an MRS, before further flight, replace it with an airworthy MRS.

(ii) If an MRS is determined to be an REL MRS, identify it as an REL MRS by etching ''REL'' on the outside diameter of the MRS near the part S/N by following the Accomplishment Instructions, paragraph 3.C., of Sikorsky Alert Service Bulletin No. 61B–35–69 Revision A, dated October 10, 2023.

(4) Replace each MRS with an airworthy MRS on or before reaching the revised retirement life as follows:

(i) For an REL MRS that is not modified by following Sikorsky Customer Service Notice (CSN) No. 6135–10, dated March 18, 1987, and Sikorsky Service Bulletin (SB) No. 61B35–53, dated December 2, 1981 (unmodified REL MRS), the retirement life is 30,000 lift cycles or 1,500 hours TIS, whichever occurs first.

(ii) For an REL MRS that is modified by following Sikorsky CSN No. 6135–10, dated March 18, 1987, and Sikorsky SB No. 61B35–53 dated December 2, 1981; or Sikorsky CSN No. 6135–10A and Sikorsky SB No. 61B35–53A, both Revision A, and both dated April 19, 2004 (modified REL MRS), the retirement life is 30,000 lift cycles or 5,000 hours TIS, whichever occurs first.

(iii) For a Non-REL MRS, within 5 days after the effective date of this AD, revise the 13,000-hour TIS retirement life to 7,300 hours TIS by recording the new or revised retirement life on the MRS component history card or equivalent record.

(A) If the hours TIS on the MRS are 7,300 hours TIS or greater as of the effective date of this AD, and the MRS is installed, at the next main gearbox overhaul, remove it from service.

(B) If the hours TIS on the MRS are 7,300 hours TIS or greater as of the effective date of this AD, and the MRS is uninstalled or in overhaul, before further flight, remove it from service.

(C) If the hours TIS on the MRS are less than 7,300 hours TIS as of the effective date of the AD, remove the MRS from service before exceeding 7,300 hours TIS.

(5) Within 5 days after the effective date of this AD, establish or revise the retirement lives of the MRS as indicated in paragraphs (g)(4)(i) through (g)(4)(ii) of this AD by recording the new or revised retirement life on the MRS component history card or equivalent record.

(6) Within 50 hours TIS after November 24, 2015 (the effective date of AD 2015–20–12), remove from service any MRS with oversized (0.8860'' or greater diameter) dowel pin bores.

(h) Calculating Average Lift Cycles per Hour TIS

(1) Calculating the first moving average of lift cycles per hour TIS. The first moving average calculation is performed on the MRS assembly when the external lift component history card record reflects that the MRS assembly has reached its first 250 hours TIS. To perform the calculation, divide the total number of lift cycles performed during the first 250 hours TIS by 250. The result will be the first moving average calculation of lift cycles per hour TIS.

(2) Calculating subsequent moving average of lift cycles per hour TIS. Subsequent moving average calculations are performed on the MRS assembly at intervals of 50 hours TIS after the first moving average calculation. Subtract the total number of lift cycles performed during the first 50-hour TIS interval used in the previous moving average calculation from the total number of lift cycles performed on the MRS assembly during the previous 300 hours TIS. Divide this result by 250. The result will be the next or subsequent moving average calculation of lift cycles per hour TIS. (See Note 1 to paragraph (h)(2) of this AD for a sample calculation of subsequent 50-hour TIS intervals).

Note 1 to paragraph (h)(2) of this AD: Sample calculation for subsequent 50-hour TIS intervals. Assume the total number of lift cycles for the first 50-hour TIS interval used in the previous moving average calculation = 450 lift cycles and the total number of lift cycles for the previous 300 hours TIS = 2,700 lift cycles. The subsequent moving average of lift cycles per hour TIS = (2,700—450) divided by 250 = 9 lift cycles per hour TIS.

(i) Credit for Previous Actions

This paragraph provides credit for the actions identified in paragraph (g)(3)(ii) of this AD if they were completed before the effective date of this AD using Sikorsky Alert Service Bulletin No. 61B–35–69, dated April 19, 2004.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, East 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 East Certification Branch, send it to the attention of the person identified in paragraph (k)(1) 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

(1) For more information about this AD, contact Isabel Saltzman, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (781) 238–7649; email: *ECB-COS@faa.gov*.

(2) Material identified in this AD that is not incorporated by reference contains additional information about the subject of this AD and is available at the address specified in paragraph (l)(3) of this AD.

(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) Sikorsky Alert Service Bulletin No. 61B–35–69 Revision A, dated October 10, 2023.

(ii) [Reserved]

(3) For Sikorsky material identified in this AD, contact a Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, Mailstop

K100, 124 Quarry Road, Trumbull, CT 06611; telephone 1–800–946–4337 (1–800–Winged–S); email: *wcs_cust_service_eng.gr-sik@lmco.com;* website: *sikorsky360.com.*

(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 April 16, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–07720 Filed 4–20–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–4167; Airspace Docket No. 26–ASW–9]

RIN 2120–AA66

Establishment of Class E Airspace; Glen Rose, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish Class E airspace at Rancho Hielo Brazos Airport, Glen Rose, TX. The FAA is proposing this action to support new instrument procedures and instrument flight rule (IFR) operations.

DATES: Comments must be received on or before June 5, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2026–4167 and Airspace Docket No. 26–ASW–9 using any of the following methods:

* *Federal eRulemaking Portal:* Go to *www.regulations.gov* and follow the online instructions for sending your comments electronically.

* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at *www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at *www.faa.gov/air_traffic/publications/.* You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Raul Garza Jr, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, OH 76177; telephone (817) 222–5874.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would establish Class E airspace extending upward from 700 feet above the surface at Rancho Hielo Brazos Airport, Glen Rose, TX, to support IFR operations at this airport.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it received on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov* as described in the system of records notice (DOT/ALL–14FDMS), which can be reviewed at *www.dot.gov/privacy.*

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at *www.regulations.gov.* Recently published rulemaking documents can also be accessed through the FAA's web page at *www.faa.gov/air_traffic/publications/airspace_amendments/.*

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address, phone number, and hours of operation). An informal docket may also be examined during normal business hours at the Federal Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, OH 76177.

Incorporation by Reference

Class E airspace is published in paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These updates would be published subsequently in the next update to FAA Order JO 7400.11. FAA