

employees of an organization as a morale-boosting goodwill gesture, even if it is broadly linked to the accomplishments of the organization;

(3) For investigative purposes (*i.e.*, involving an “investigation” as defined in 5 CFR 630.1502) after an employee has reached the 10-workday calendar year limit described in § 630.1404 in connection with a given investigation;

(4) For a purpose for which sick leave could be used (5 CFR 630.401(a))—unless such use in a particular scenario is specifically approved by Governmentwide policy issued by OPM or the President); however, an employee who is eligible to use sick leave may be provided administrative leave on the same basis it is provided to an employee who is not so eligible when the administrative leave is provided for some other purpose; or

(5) To cover service by poll workers or poll observers in connection with elections.

(c) *Examples of acceptable uses.* An agency may at its sole and exclusive discretion provide administrative leave in circumstances that satisfy the requirements in paragraph (a) of this section, including in the following circumstances:

(1) For investigative purposes until the employee has reached the 10-workday calendar year limit described in § 630.1404;

(2) To provide an employee who has not voted early with a reasonable opportunity to vote on a regular election day;

(3) To allow an employee to donate blood during the employee’s tour of duty;

(4) To allow an employee to participate in an agency’s employee assistance program for problem identification and referral to an outside resource and for general employee orientation or education activities;

(5) To provide for early dismissal (generally no more than 2 hours) on the scheduled workday immediately before a Federal public holiday as a morale-boosting goodwill gesture;

(6) To allow an employee to rest and recover following unusually lengthy tours of duty or extended travel for work purposes (for example, the U.S. Forest Service in the Department of Agriculture or the Department of the Interior may provide 2 to 3 days of administrative leave to employees who have completed an extended deployment to fight a wildland fire);

(7) To provide up to 5 days of administrative leave for a civilian employee who needs time off to effectuate a change in his or her residence to a different geographic area

in order to accompany a qualifying spouse—that is, a spouse who is a member of a one of the uniformed services or a civilian Federal Government employee—when the qualifying spouse’s residence change is the result of military orders or agency direction, as applicable;

(8) To provide extended periods of administrative leave (subject to Governmentwide limits established by OPM or agency limits) to employees who sign a written agreement to voluntarily separate on a specified future date as a transition-to-separation tool that supports workforce restructuring and realignment initiatives that are based on agency and Governmentwide interests, including voluntary deferred resignation programs, use of voluntary separation incentive payments, or use of voluntary early retirement authorizations;

(9) To provide administrative leave to employees subject to an involuntary separation via a reduction in force (RIF) during the period between receipt of the RIF notice and the RIF separation when the agency determines it is in the Government’s best interests; or

(10) To provide extended periods of administrative leave (subject to Governmentwide limits established by OPM or agency limits) to facilitate the voluntary resignation of an employee with documented poor performance or misconduct under a settlement agreement that the agency determines is in the Government’s best interests after considering all reasonable alternatives.

PART 715—NONDISCIPLINARY SEPARATIONS, DEMOTIONS, AND FURLOUGHS

■ 8. The authority citation for 5 CFR part 715 is revised to read as follows:

Authority: 5 U.S.C. 1302, 3301, 3302, 7301; E.O. 10577, 19 FR 7521, 3 CFR, 1954–1958 Comp., p. 218.

Subpart B—Voluntary Separations

* * * * *

■ 9. Revise § 715.202 to read as follows:

§ 715.202 Resignation.

(a) *General.* An employee is free to resign at any time, to set the effective date of his or her resignation, and to have his or her reasons for resigning entered in his or her official records.

(b) *Withdrawal of resignation.* An agency may, in its sole and exclusive discretion, accept or decline an employee’s request to withdraw his or her resignation at any time before it has become effective. An agency may decline a request to withdraw a resignation before its effective date only

when the agency has a valid reason and explains that reason to the employee. A valid reason includes, but is not limited to, administrative disruption, the hiring of or commitment to hire a replacement, or the employee’s acceptance of benefits provided under a deferred resignation agreement. Avoidance of adverse action proceedings is not a valid reason.

[FR Doc. 2026–13073 Filed 6–26–26; 8:45 am]

BILLING CODE 6325–39–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–4669; Project Identifier MCAI–2025–00426–T]

RIN 2120–AA64

Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) 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 Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. This AD was prompted by the discovery of a low clearance condition between a hydraulic motor pump harness and the airplane structure at the aft fuselage between certain frames, which was found during final airplane assembly. This proposed AD would require modification of the harness installation. 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 August 13, 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* under Docket No. FAA–2026–4669; 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 Transport Canada material identified in this proposed AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email *TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca*. You may find this material on the Transport Canada website at *tc.canada.ca/en/aviation*. It is also available at *regulations.gov* under Docket No. FAA–2026–4669.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

FOR FURTHER INFORMATION CONTACT:

Frank Carreras, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3539; email: *frank.carreras@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 the **ADDRESSES** section. Include “Docket No. FAA–2026–4669; Project Identifier MCAI–2025–00426–T” 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*, 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 Frank Carreras, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3539; email: *frank.carreras@faa.gov*. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada AD CF–2025–18, dated March 21, 2025 (Transport Canada AD CF–2025–18) (also referred to as the MCAI), to correct an unsafe condition for certain Airbus Canada Limited Partnership (ACLP) Model BD–500–1A10 and BD–500–1A11 airplanes. The MCAI states that during final assembly of an airplane, ACLP discovered a low clearance condition between a hydraulic motor pump harness and the airplane structure at the aft fuselage between frame (FR) 80 and FR 81. Harness chafing in this area can generate an ignition source. This condition, if not corrected, could lead to an uncontained fire when in the presence of flammable fluids.

The FAA is proposing this AD to address the unsafe condition on these products. You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–4669.

Material Incorporated by Reference Under 1 CFR Part 51

Transport Canada AD CF–2025–18 specifies procedures for modifying the harness installation of the hydraulic motor pump by adding a clamp support on the bracket for the harness

installation, between FR 80 and FR 81 of the aft fuselage.

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 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. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in Transport Canada AD CF–2025–18 described previously, except for any differences identified as exceptions in the regulatory text of this proposed AD.

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 civil aviation authority (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 Transport Canada AD CF–2025–18 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with Transport Canada AD CF–2025–18 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Material required by Transport Canada AD CF–2025–18 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–4669 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 101 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
1 work-hour × \$85 per hour = \$85	\$27	\$112	\$11,312

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 Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.): Docket No. FAA–2026–4669; Project Identifier MCAI–2025–00426–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by August 13, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Canada Limited Partnership (Type Certificate previously held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Model BD–500–1A10 and BD–500–1A11 airplanes, certificated in any category, as identified in Transport Canada AD CF–2025–18, dated March 21, 2025 (Transport Canada AD CF–2025–18).

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by the discovery during final assembly of a low clearance condition between a hydraulic motor pump harness and the airplane structure at the aft fuselage between frame (FR) 80 and FR 81. The FAA is proposing this AD to prevent harness chafing in this area, which can generate an ignition source. The unsafe condition, if not corrected, could lead to an uncontained fire when in the presence of flammable fluids.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada AD CF–2025–18.

(h) Exceptions to Transport Canada AD CF–2025–18

(1) Where Transport Canada AD CF–2025–18 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF–2025–18 refers to hours air time, this AD requires using flight hours.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or Transport Canada; or Airbus Canada Limited Partnership's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(j) Additional Information

For more information about this AD, contact Frank Carreras, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3539; email: frank.carreras@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) Transport Canada AD CF–2025–18, dated March 21, 2025.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca. You may find this material on the Transport Canada website at tc.canada.ca/en/aviation.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on June 24, 2026.

Brian Knaup,

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

[FR Doc. 2026–13023 Filed 6–26–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7201; Project Identifier MCAI–2025–01290–T]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS 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 all Airbus SAS Model A330–243, A330–243F, A330–341, A330–342, and A330–343 airplanes. This proposed AD was prompted by reports of cracked and broken restraint brackets of the anti-ice piccolo tube found during maintenance on certain nacelle inlet cowls. This proposed AD would require, for certain affected parts, modification of the affected part, and for certain other affected parts, repetitive special detailed inspections (SDIs) for discrepancies and, depending on findings, modification of the affected part. This proposed AD would also prohibit a certain repair on any affected part and limit the installation of affected parts under certain conditions. 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 August 13, 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–2026–7201; 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; telephone +49 221 8999 000; email ADS@easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–7201.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

FOR FURTHER INFORMATION CONTACT: Anthony Decaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone: 562–627–5374; email: Anthony.D.Decaro@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 the **ADDRESSES** section. Include “Docket No. FAA–2026–7201; Project Identifier MCAI–2025–01290–T” 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 Anthony Decaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone: 562–627–5374; email: Anthony.D.Decaro@faa.gov. 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 2025–0164, dated July 29, 2025 (EASA AD 2025–0164) (also referred to as the MCAI), to correct an unsafe condition for all Airbus SAS Model A330–243, A330–243F, A330–341, A330–342, A330–343, and A330–743L airplanes. Model A330–743L airplanes are not certificated by the FAA and are not included on the U.S. type certificate data sheet; this proposed AD therefore does not include those airplanes in the applicability. The MCAI states cracked and broken restraint brackets of the anti-ice piccolo tube were reportedly found during maintenance on certain nacelle inlet cowls. The restraint brackets act as a precautionary measure to prevent disengagement of the thermal anti-ice spray ring from the thermal anti-ice feed pipe in specific conditions. This condition, if not detected and corrected, could lead to a thermal anti-ice feed pipe disengagement and decrease the effectiveness of the thermal anti-ice system, allowing ice build-up on the