

(4) This AD does not adopt the “Remarks” section of EASA AD 2025–0052.

(i) No Reporting Requirement

Although EASA AD 2025–0052 and the material referenced in EASA AD 2025–0052 specify to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permits

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

(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 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.

(l) Additional Information

For more information about this AD, contact Michael Yeshiambel, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 946–4133; email: michael.m.yeshiambel@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 2025–0052, dated February 28, 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 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 July 30, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–16505 Filed 8–12–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7235; Project Identifier MCAI–2026–00679–E; Amendment 39–23441; AD 2026–16–11]

RIN 2120–AA64

Airworthiness Directives; BRP-Rotax GmbH & Co KG (Formerly BRP-Powertrain GMBH & CO KG and Bombardier-Rotax GmbH) Engines and Various Aircraft

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all BRP-Rotax GmbH & Co KG (Rotax) Model 912 F2, 912 F3, 912 F4, 912 iSc2 Sport, 912 iSc3 Sport, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 engines; and Model 912 A1, 912 A2, 912 A3, and 912 A4 engines included as part of the type-certificated aircraft type design for various aircraft. This AD was prompted by a report of an oil spray nozzle and certain screws that were not installed on the propeller gearbox. This AD requires a one-time visual inspection of the propeller gearbox to determine if the oil spray nozzle and certain screws are installed and, depending on the results, replacement of the propeller gearbox with a serviceable propeller gearbox. This AD also prohibits the installation of an affected propeller gearbox on any engine unless certain conditions are met. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective August 28, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of August 28, 2026.

The FAA must receive comments on this AD by September 28, 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–2026–7235; 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 Rotax material identified in this AD, contact Rotax, Rotaxstrasse 1, Gunskirchen, Austria; phone: +43 7246 601 0; website: flyrotax.com.

- 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. It is also available at regulations.gov under Docket No. FAA–2026–7235.

FOR FURTHER INFORMATION CONTACT:

Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7366; email: joseph.catanzaro@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 the **ADDRESSES** section. Include “Docket No. FAA–2026–7235; Project Identifier MCAI–2026–00679–E” 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 Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Emergency AD 2026–0121–E, dated June 24, 2026 (EASA Emergency AD 2026–0121–E) (also referred to as the MCAI), to correct an unsafe condition on all Rotax Model 912 F2, 912 F3, 912 F4, 912 iSc2 Sport, 912 iSc3 Sport, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 engines; and Model 912 A1, 912 A2, and 912 A3 engines. The MCAI states that the manufacturer reported an occurrence where the propeller gearbox in a recently manufactured engine was found to be missing the oil spray nozzle and the M7 x 16 hexagon screws intended to secure the propeller shaft bearing within the propeller gearbox, which could cause the propeller shaft and its front bearing to slightly move into the gearbox housing. Further investigation determined that these parts had not been installed during production. To address this potential unsafe condition, Rotax published service material that identifies the affected propeller gearboxes and specifies instructions for visual inspection and, if necessary, replacement of the propeller gearbox. This condition, if not addressed, could result in an in-flight loss of engine oil,

engine in-flight shutdown, and loss of control of the airplane.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–7235.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Rotax Alert Service Bulletin ASB–2026–001R00, dated June 22, 2026. This service material identifies the serial numbers of the affected engines and propeller gearboxes. This service material also specifies procedures for performing a visual inspection of the propeller gearbox to determine if the oil spray nozzle and certain screws are installed and, depending on the results of the inspection, replacement of the propeller gearbox with a serviceable propeller gearbox. 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 referenced above. The FAA is issuing this AD after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

AD Requirements

This AD requires a one-time visual inspection of the propeller gearbox to determine if the oil spray nozzle and certain screws are installed and, depending on the results, replacement of the propeller gearbox with a serviceable propeller gearbox. This AD also prohibits the installation of an affected propeller gearbox on any engine unless certain conditions are met.

Differences Between This AD and the MCAI

EASA Emergency AD 2026–0121–E applies to Rotax Model 912 F2, 912 F3, 912 F4, 912 iSc2 Sport, 912 iSc3 Sport, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 engines; and Model 912 A1, 912 A2, and 912 A3 engines, all serial numbers. Rotax Model 912 A1, 912 A2, and 912 A3 engines are not type certificated in the United States but are part of the type design for certain aircraft. This AD applies to all Rotax Model 912 F2, 912 F3, 912 F4, 912 iSc2 Sport, 912 iSc3 Sport, 912 S2, 912 S3,

912 S4, 914 F2, 914 F3, and 914 F4 engines; and Model 912 A1, 912 A2, and 912 A3 engines included as part of the type design for Aeromot-Indústria Mecânica-Metalúrgica Ltda Model AMT–200 (Super Ximango); Diamond Aircraft Industries Model HK 36 R “SUPER DIMONA”; Diamond Aircraft Industries GmbH Models HK 36 TC and HK 36 TS; Diamond Aircraft Industries Inc. Model DA20–A1; HOAC-Austria Model DV 20 KATANA; Magnaghi Aeronautica S.p.A Model Sky Arrow 650 TC; and SCHEIBE-Flugzeugbau GmbH Model SF 25C aircraft, as applicable.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because the absence of both a properly installed oil spray nozzle and the screws that secure the propeller shaft bearing in the propeller gearbox may allow axial displacement of the propeller shaft bearing during operation. This displacement may lead to loss of engine oil, which could result in engine in-flight shutdown or loss of control of the airplane. Since the FAA has no information pertaining to how quickly this unsafe condition may propagate, the inspection required by this AD must be accomplished before next flight or within 5 hours time-in-service after the effective date of this AD, depending on the condition of the affected engine. This compliance time is shorter than the time necessary for the public to comment and for publication of the final rule. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in

less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when

an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without prior notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 180 engines installed on airplanes of U.S. registry.

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

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Visual inspection of propeller gearbox	2 work-hours × \$85 per hour = \$170	\$0	\$170	\$30,600

The FAA estimates the following costs to do any necessary replacements that would be required based on the

results of the inspection. The agency has no way of determining the number of

engines that might need this replacement:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replacement of propeller gearbox	3.50 work-hours × \$85 per hour = \$297.50	\$5,600	\$5,897.50

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

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

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

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 adding the following new airworthiness directive:

2026–16–11 BRP-Rotax GmbH & Co KG (formerly BRP-Powertrain GMBH & CO KG and Bombardier-Rotax GmbH) and Various Aircraft: Amendment 39–23441; Docket No. FAA–2026–7235; Project Identifier MCAI–2026–00679–E.

(a) Effective Date

This airworthiness directive (AD) is effective August 28, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to BRP-Rotax GmbH & Co KG (formerly BRP-POWERTRAIN GMBH & CO KG and Bombardier-Rotax GmbH) (Rotax) Model 912 F2, 912 F3, 912 F4, 912 iSc2 Sport, 912 iSc3 Sport, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 engines; and Model 912 A1, 912 A2, and 912 A3 engines installed on the aircraft identified in Table 1 to paragraph (c) of this AD that were included as part of the aircraft's type certification basis; with an installed propeller gearbox that meets the criteria of paragraphs (c)(1) or (2) of this AD.

TABLE 1 TO PARAGRAPH (c)—AIRPLANES WITH AFFECTED ENGINES

Type certificate holder	Aircraft model	Engine model
Aeromot-Industria Mecanico-Metalurgica Ltda	AMT–200 (Super Ximango)	912 A2.
Diamond Aircraft Industries	HK 36 R "SUPER DIMONA"	912 A1.
Diamond Aircraft Industries GmbH	HK 36 TC & HK 36 TS	912 A3.

TABLE 1 TO PARAGRAPH (c)—AIRPLANES WITH AFFECTED ENGINES—Continued

Type certificate holder	Aircraft model	Engine model
Diamond Aircraft Industries Inc	DA20-A1	912 A3.
HOAC-Austria	DV 20 KATANA	912 A3.
Magnaghi Aeronautica S.p.A	Sky Arrow 650 TC	912 A2.
SCHEIBE-AIRCRAFT-GMBH	SF 25C	912 A2 or 912 A3.

(1) Installed initially (on delivery) on engines with a propeller gearbox installed having a serial number identified in Chapter 4) Appendix, paragraph 4.1) Gearbox installed on engines, of Rotax Alert Service Bulletin ASB–2026–001R00, dated June 22, 2026 (Rotax Alert Service Bulletin ASB–2026–001R00); or

(2) Delivered as a spare part with a propeller gearbox installed having a serial number identified in Chapter 4) Appendix, paragraph 4.2) Gearbox supplied as spare parts, of Rotax Alert Service Bulletin ASB–2026–001R00.

(d) Subject

Joint Aircraft System Component (JASC) Code 8510, Reciprocating Engine Front Section.

(e) Unsafe Condition

This AD was prompted by a report of an oil spray nozzle and certain screws that were not installed on the propeller gearbox. The FAA is issuing this AD to detect and address the oil spray nozzle and screws that were not installed on the propeller gearbox. The unsafe condition, if not addressed, could result in an in-flight loss of engine oil, engine in-flight shutdown, and loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within the following compliance times, perform a visual inspection of the propeller gearbox for the oil spray nozzle assembly and for the M7X16 hexagon screws in accordance with Chapter 3.5) Maintenance (Heavy)-related information, paragraph 3.5.1) Inspection of the propeller gearbox-912 (Series); or Chapter 3.5) Maintenance (Heavy)-related information, paragraph 3.5.2) Inspection of the propeller gearbox-914 and 912 i (Series), depending on the model and configuration of your engine, of Rotax Alert Service Bulletin ASB–2026–001R00.

(i) For engines that have accumulated less than 25 hours time-in-service (TIS) before further flight after the effective date of this AD.

(ii) For engines that have accumulated 25 hours or more TIS, within 5 hours TIS after the effective date of this AD.

(2) If, during the inspection required by paragraph (g)(1) of this AD, the oil spray nozzle assembly or the M7X16 hexagon screws are not present, before further flight, replace the affected propeller gearbox in accordance with Chapter 3.5) Maintenance (Heavy)-related information, paragraph 3.5.3)

Replacement of the propeller gearbox of Rotax Alert Service Bulletin ASB–2026–001R00.

(h) Installation Prohibition

After the effective date of this AD, do not install a propeller gearbox having a serial number identified in Chapter 4) Appendix, paragraph 4.1) Gearbox installed on engines, or Chapter 4) Appendix, paragraph 4.2) Gearbox supplied as spare parts, of Rotax Alert Service Bulletin ASB–2026–001R00, on any engine, unless it has been inspected in accordance with paragraph (g) of this AD.

(i) Terminating Action

Replacement of the propeller gearbox in accordance with paragraph (g)(2) of this AD constitutes terminating action for the visual inspection required by paragraph (g)(1) of this AD if done at the same time or before the compliance time that the inspection is required.

(j) Alternative Methods of Compliance (AMOCs)

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. 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 Joseph Catanzaro, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7366; email: joseph.catanzaro@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) BRP-Rotax GmbH & Co KG (Rotax) Alert Service Bulletin ASB–2026–001R00, dated June 22, 2026.

(ii) [Reserved]

(3) For Rotax material identified in this AD, contact BRP-Rotax GmbH & Co KG,

Rotaxstrasse 1, Gunskirchen, Austria; phone: +43 7246 601 0; website: flyrotax.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 August 4, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–16512 Filed 8–11–26; 11:15 am]

BILLING CODE 4910–13–P

LIBRARY OF CONGRESS

Copyright Office

37 CFR Part 202

[Docket No. 2026–5]

Group Registration of Updates to a News Website

AGENCY: U.S. Copyright Office, Library of Congress.

ACTION: Final rule.

SUMMARY: The U.S. Copyright Office is amending its regulation governing the group registration option for news websites. The final rule amends the definition of a “news website” to clarify the works eligible for this option, as set forth in the May 2026 notice of proposed rulemaking.

DATES: This rule is effective August 13, 2026.

FOR FURTHER INFORMATION CONTACT: Rhea Efthimiadis, Assistant to the General Counsel, by email at USCOGeneralCounsel@copyright.gov or by telephone at (202) 707–8350.

SUPPLEMENTARY INFORMATION: On July 22, 2024, the U.S. Copyright Office (“Office”) issued a final rule (“2024 rulemaking”) establishing a group registration option for frequently