

(f) Compliance

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

(g) Required Actions

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, Transport Canada AD CF-2025-62.

(h) Exceptions to Transport Canada AD CF-2025-62

(1) Where Transport Canada AD CF-2025-62 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF-2025-62 requires compliance in terms of hours air time, this AD requires using hours time-in-service.

(3) Where Transport Canada AD CF-2025-62 specifies to contact Bell Product Support Engineering (PSE) for repair or disposition, this AD requires corrective action in accordance with a method approved by the Manager, International Validation Branch, FAA; or Transport Canada; or Bell Textron Canada Limited's Transport Canada Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(4) Where the material referenced in Transport Canada AD CF-2025-62 specifies "check", this AD requires replacing that text with "inspect".

(5) Where the material referenced in Transport Canada AD CF-2025-62 specifies damage, for the purposes of this AD, damage can be indicated by, but not limited to, excessive wear marks, or yielding to the fastener head.

(i) No Reporting Requirement

Although the material referenced in Transport Canada AD CF-2025-62 specifies submitting certain information to the manufacturer, this AD does not include that action.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Zakaria Abdi, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, New York, NY 11590; phone: (316) 946-4141; email: zakaria.f.abdi@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) Transport Canada AD CF-2025-62, dated November 28, 2025.

(ii) [Reserved]

(3) For Transport Canada material identified in this AD, contact Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, Canada; phone 888-663-3639; email TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca. You may view 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, 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 September 3, 2026.

Paul R. Bernado,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026-18468 Filed 9-9-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2026-8796; Project Identifier AD-2026-00018-R]

RIN 2120-AA64

Airworthiness Directives; Bell Textron Canada Limited 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 Bell Textron Canada Limited (Bell) Model 206L, 206L-1, 206L-3, and 206L-4 helicopters with FAA Supplemental Type Certificate (STC) SR02684LA installed. This proposed AD was prompted by an event where a Bell Model 206L helicopter with FAA STC SR02684LA installed experienced moderate to severe vertical vibration, which resulted in damage to the tail boom of the helicopter. This proposed AD would require revising the

Limitations section of the existing rotorcraft flight manual (RFM) for the helicopter to include a never-exceed-speed (V_{NE}) limitation and would require incorporating a rotorcraft flight manual supplement (RFMS) into the existing RFM. 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 October 26, 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-2026-8796; 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 Van Horn Aviation, L.L.C. material identified in this proposed AD, contact Van Horn Aviation, LLC, 1510 West Drake Drive, Tempe, AZ 85283; phone: (480) 483-4202; email: info@vanhornaviation.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.

FOR FURTHER INFORMATION CONTACT:

James Guo, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627-5357; email: WCB-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-2026-8796; Project Identifier AD-2026-00018-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 James Guo, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712. 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 received a report of an event involving a Model 206L helicopter with Van Horn Aviation main rotor blades,

part number 20633000–101. These blades were approved for installation through FAA STC SR02684LA.

During this event, the helicopter experienced an unexpected moderate-to-severe vertical vibration during flight. Due to the unexpected vibration, the pilot initially lowered the collective to begin a descent. Subsequently, when the pilot raised the collective and initiated a left turn, the vibration diminished. The pilot was able to complete a landing without further incident; however, post-flight inspection revealed that the helicopter had sustained tail boom damage. Due to this event, the manufacturer issued material that includes accomplishing existing maintenance actions that may help reduce the likelihood of this unsafe condition. The root cause for the vibration is still being investigated. Due to risk analysis based on historical events and ongoing investigation, the FAA has determined that this proposed interim AD is necessary to mitigate risk. This condition, if not addressed, could result in structural damage to the aircraft and loss of control of the helicopter.

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 Van Horn Aviation, L.L.C. Rotorcraft Flight Manual Supplement, Document No. 206L–MR–FMS–101, Revision 0, dated March 25, 2026 (VHA RFMS). This material specifies procedures to accomplish in the event of an unexpected moderate-to-severe vibration during flight. 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 require revising the existing RFM for the helicopter to include revising the Limitations section to include a text stating a V_{NE} limitation based on gross weight. This proposed AD would also require revising the existing RFM for the helicopter by incorporating the VHA RFMS.

The owner/operator (pilot) holding at least a private pilot certificate may revise the existing RFM for the helicopter and must enter compliance into the helicopter maintenance records in accordance with 14 CFR 43.9(a) and 91.417(a)(2)(v). The pilot may perform this action because it only involves revising the RFM, which could be performed equally well by a pilot or a mechanic. This is an exception to the FAA’s standard maintenance regulations.

Differences Between This Proposed AD and the Referenced Material

Where the material in Section 1, “Limitations,” of the VHA RFMS specifies “No Limitations,” this proposed AD would require revising the RFM to also include a V_{NE} limitation based on gross weight. Due to risk analysis based on historical events and ongoing investigation, the FAA has determined that this V_{NE} limitation is necessary to mitigate risk.

Interim Action

The FAA considers that this proposed AD would be an interim action. If further action is later identified, the FAA might consider further rulemaking.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 200 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
Revise the RFM	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$17,000

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:

Bell Textron Canada Limited: Docket No. FAA–2026–8796; Project Identifier AD–2026–00018–R.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 26, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Bell Textron Canada Limited Model 206L, 206L–1, 206L–3, and 206L–4 helicopters, certificated in any category, with FAA Supplemental Type Certificate (STC) SR02684LA installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 6210, Main Rotor Blades.

(e) Unsafe Condition

This AD was prompted by an event where an affected helicopter with FAA STC SR02684LA installed experienced moderate to severe vertical vibration which resulted in damage to the tail boom of the helicopter. The FAA is issuing this AD to prevent excessive vibration which may result in structural failure. The unsafe condition, if not addressed, could result in structural damage to the aircraft and 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 30 days after the effective date of this AD revise the existing rotorcraft flight manual (RFM) for the helicopter by accomplishing the following:

- (i) Insert the Van Horn Aviation, L.L.C. Rotorcraft Flight Manual Supplement, Document No. 206L–MR–FMS–101, Revision 0, dated March 25, 2026.
- (ii) In the Limitations section of the RFM, insert the following text with pen and ink: “V_{NE} is 85 KIAS (98 MPH) when Gross Weight is 3400 lb or below, or placarded V_{NE}, whichever is less”.

(2) The owner/operator (pilot) holding at least a private pilot certificate may revise the existing Rotorcraft Flight Manual for the helicopter as required by paragraphs (g)(1)(i) and (ii) and must enter compliance with this requirement into the helicopter maintenance records in accordance with 14 CFR 43.9(a) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199, provided the flight is restricted to a speed of no greater than 85 KIAS while the Gross Weight is less than 3400 lbs.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, West 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 West Certification Branch, send it to the attention of the person identified in paragraph (j) 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.

(j) Additional Information

For more information about this AD, contact James Guo, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627–5357; email: WCB-COS@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 the AD specifies otherwise.

(i) Van Horn Aviation, L.L.C. Rotorcraft Flight Manual Supplement, Document No. 206L–MR–FMS–101, Revision 0, dated March 25, 2026.

(ii) [Reserved]

(3) For Van Horn Aviation, L.L.C. material identified in this AD contact Van Horn Aviation, LLC, 1510 West Drake Drive, Tempe, AZ 85283; phone: (480) 483–4202; email: info@vanhornaviation.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 September 4, 2026.

Christopher R. Parker,

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

[FR Doc. 2026–18522 Filed 9–9–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–8801; Project Identifier MCAI–2025–01495–T]

RIN 2120–AA64

Airworthiness Directives; Dassault Aviation 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 Dassault Aviation Model FALCON 7X, MYSTERE–FALCON 900, FALCON 900EX, FALCON 2000, and FALCON 2000EX airplanes. This proposed AD was prompted by reported occurrences of seats sliding without passenger input. The cabin seat track locking mechanism was found to jam in isolated conditions during taxi, take-off, and landing (TTOL). This proposed AD would require modifying or replacing each affected seat. This proposed AD would also prohibit the installation of affected