

- (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:

The Boeing Company: Docket No. FAA–2026–7233; Project Identifier AD–2026–00062–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by September 21, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 787–8, 787–9, and 787–10 airplanes, certificated in any category, equipped with Rolls Royce Deutschland Ltd & Co KG Model Trent 1000–AE3, 1000–CE3, 1000–D3, 1000–G3, 1000–H3, 1000–J3, and 1000–K3 engines.

(d) Subject

Air Transport Association (ATA) of America Code 71, Powerplant.

(e) Unsafe Condition

This AD was prompted by a report indicating that the protection system on the left fan cowl of the right engine does not sufficiently cover the components and systems from possible cross engine debris. The FAA is issuing this AD to address insufficient cover leaving multiple oil lines and the P30 sense line in the right engine exposed to possible cross engine debris from the intermediate pressure turbine (IPT) rotor stage of the left engine. The unsafe condition, if not addressed, could lead to damage to critical systems of the right engine due to debris from the left engine during an uncontained engine failure event, resulting in an in-flight dual engine shutdown of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the “Compliance” paragraph of Boeing Special Attention Requirements Bulletin B787–81205–SB540022–00 RB, Issue 001, dated February 19, 2026, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Requirements Bulletin B787–81205–SB540022–00 RB, Issue 001, dated February 19, 2026.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Special Attention Service Bulletin B787–81205–SB540022–00, Issue 001, dated February 19, 2026, which is referred to in Boeing Special Attention Requirements Bulletin B787–81205–SB540022–00 RB, Issue 001, dated February 19, 2026.

(h) Exceptions to Requirements Bulletin Specifications

Where the “Effectivity” paragraph and the “Compliance” paragraph of Boeing Special Attention Requirements Bulletin B787–81205–SB540022–00 RB, Issue 001, dated February 19, 2026, refer to the Issue 001 date of Requirements Bulletin B787–81205–SB540022–00 RB, this AD requires using the effective date of this AD.

(i) Parts Installation Prohibition

For airplanes on which a right engine left fan cowl having part numbers 725Z2300–307, 725Z2300–305, or 725Z2300–5003 is not installed: As of the effective date of this AD, no person may install on any airplane a right engine left fan cowl having part numbers 725Z2300–307, 725Z2300–305, or 725Z2300–5003.

(j) Alternative Methods of Compliance (AMOCs)

(1) 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 (k)(1) of this AD. Information may be emailed 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) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR–520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration

deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(k) Additional Information

(1) For more information about this AD, contact Shaan S. Brar, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3558; email: shaan.s.brar@faa.gov.

(2) Material identified in this AD that is not incorporated by reference 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) Boeing Special Attention Requirements Bulletin B787–81205–SB540022–00 RB, Issue 001, dated February 19, 2026.

(ii) [Reserved]

(3) For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website myboeingfleet.com.

(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 July 30, 2026.

Brian Knaup,

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

[FR Doc. 2026–16157 Filed 8–6–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2025–0070]

RIN 1625–AA09

Drawbridge Operation Regulation; Drawbridge Operation Regulation; San Bernard River, Brazoria County, Texas

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to change the operating schedule that

governs the Union Pacific Railroad (UPRR) drawbridge that crosses the San Bernard River, mile 20.7, near Brazoria, TX. UPRR proposed to operate this drawbridge on a 24 hour basis from its Train Dispatch Center located in Spring, TX. The Coast Guard temporarily changed the regulation to test this system. During the test the drawbridge continued to operate safely and provided boats and mariners with a reasonable ability to use this waterway. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or before September 8, 2026.

ADDRESSES: You may submit comments identified by docket number USCG–2025–0070 at <https://www.regulations.gov>.

See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email Doug Blakemore, Coast Guard Heartland District Bridge Branch, 504.671.2127, Douglas.A.Blakemore@uscg.mil, 500 Poydras St., Room 1313, New Orleans, LA 70130.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
OMB Office of Management and Budget
NPRM Notice of Proposed Rulemaking (Advance, Supplemental)
§ Section
U.S.C. United States Code

II. Background, Purpose and Legal Basis

The Union Pacific Railroad (UPRR) drawbridge crosses the San Bernard River, mile 20.7, near Brazoria, TX. The bridge is currently operated by a bridge tender at the site of the drawbridge and opens on signal; except that, from 10 a.m. to 2 p.m. and 10 p.m. to 2 a.m., the draw shall open on signal if at least three hours notice is given. The proposed rule will have the bridge open on signal and be operated at a remote located at the UPRR Train Dispatch Center located in Spring, TX. This bridge at mean high water has a vertical clearance of 2 feet in the closed to boat position, a vertical clearance of 19 feet in the open to boat position and a 50 foot horizontal clearance. The bridge operates according to 33 CFR 117.984.

UPRR has requested to operate this drawbridge from their railroad dispatch center located in Spring, TX. UPRR has installed a remote operation system at the bridge and at the remote control center in Spring, TX. UPRR has installed 8 cameras and microwave sensors on the bridge. 2 cameras have been installed on each tower that view upriver and downriver from the bridge, and along the train tracks. There are 4 cameras that view under the bridge but can be directed to look both upriver and downriver. Each camera has thermal imaging capability which will improve boat detection during periods of inclement weather. 2 sets of microwave sensors have been installed below the bridge to identify boats under the bridge. Communications. Boats can call a telephone number (sign posted on the bridge) or use VHF–FM Channel 10 to contact the dispatcher. The remote control station monitors the cameras, microwave sensors and communications with boats with a VHF-Fm radio and telephone.

This part of the San Bernard River is used by recreational fisherman, other small boats and small tows and barges. The bridge opens for vessels about once a day. Vessels that do not need the bridge to open may pass beneath the bridge.

III. Discussion of Proposed Rule

33 CFR 117.42 establishes Coast Guard drawbridge regulations to operate a drawbridge from a remote location and authorizes the Coast Guard District Commander to approve or not approve operations from a remote site. The bridge is currently operated by a bridge tender at the site of the drawbridge and opens on signal; except that, from 10 a.m. to 2 p.m. and 10 p.m. to 2 a.m., the draw shall open on signal if at least three hours notice is given. The bridge operates according to 33 CFR 117.984. This proposed rule will change the operating schedule to be operated by a bridge tender at Spring, TX. Mariners requiring an opening may do so by contacting the UPRR remote bridge tender on VHF–FM Channel 10 or by the phone number posted at the bridge.

This proposed rule requires UPRR to place and keep the draw in the open-to-boat when any part of the remote system fails, communications between a boat and the bridge operator fail, weather prevents the remote operator from identifying boats and vessels, safety, security and procedural systems of any kind fail and at the direction of the Coast Guard. The draw will be allowed to open and close again when UPRR provides a bridge operator at the bridge location or the failure has been

corrected. Returning the bridge to remote operations will require the approval of the Coast Guard.

IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on these statutes and Executive Orders.

A. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This regulatory action determination is based on the ability that vessels can still transit the bridge given notice.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), we want to assist small entities in understanding this proposed rule. If the proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

B. Collection of Information

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520.).

C. Federalism and Indian Tribal Governments

A rule has implications for federalism under Executive Order 13132 (Federalism), if it has 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. We have analyzed this proposed rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in Executive Order 13132.

Also, this proposed rule does not have tribal implications under Executive Order 13175 (Consultation and Coordination with Indian Tribal Governments) because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this proposed rule has implications for federalism or Indian tribes, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

D. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this proposed rule will not result in such an expenditure, we do discuss the effects of this proposed rule elsewhere in this preamble.

E. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning Policy COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f). The Coast Guard has determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This proposed rule promulgates the operating regulations or procedures for drawbridges. Normally such actions are categorically excluded from further review, under paragraph L49, of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1.

Neither a Record of Environmental Consideration nor a Memorandum for the Record are required for this rule. We

seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

V. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

Submitting comments. We encourage you to submit comments at <https://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG–2025–0070 in the search box and click “Search.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

Viewing material in docket. To view documents mentioned in this proposed rule as being available in the docket, find the docket as described in the previous paragraph, and then select “Supporting & Related Material” in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the <https://www.regulations.gov> Frequently Asked Questions web page. Also, if you go to the online docket and sign up for email alerts through the “Subscribe” option, you will be notified when comments/updates are posted, or a final rule is published.

Personal information. We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 117 as follows:

PART 117—DRAWBRIDGE OPERATION REGULATIONS

■ 1. The authority citation for part 117 continues to read as follows:

Authority: 33 U.S.C. 499; 33 CFR 1.05–1; and DHS Delegation No. 00170.1. Revision No. 1.04.

■ 2. Change 33 CFR 117 to read as follows

§ 117.984 San Bernard River.

The draw of the Union Pacific Railroad (UPRR) vertical lift bridge shall be remotely operated by the train dispatcher located at the UPRR train dispatch center located in Spring, TX. The bridge shall be operated as follows.

(1) The draw will open on signal.

(2) Boats and vessels can contact the remote bridge tender at VHF–FM channel 9 or by the telephone number posted on the bridge to signal an opening.

(3) The draw will be immediately placed and left in the open-to-boat position if any of the below situations occur.

(a) If any combination of camera failures, thermal imaging capabilities or microwave sensor failures prevents the remote bridge tender from seeing upriver, downriver or beneath the bridge.

(b) Any communications failures prevent the bridge tender from communicating with boats.

(c) Weather prevents the remote bridge tender from visually identifying vessels or boats signaling the draw to open.

(d) The railroad does not meet any government or agency safety requirements.

(e) The railroad does not meet any government or agency cybersecurity requirements.

(f) Railroad safety and security procedures or equipment to close or open the bridge fail.

(g) Anytime the UPRR train dispatcher is evacuated from the dispatch center for any reason or cannot perform any bridge operator activities for any reason.

(4) If any of the above situations take place UPRR will immediately notify the Coast Guard Sector Houston-Galveston Command Center to report the failure and that the draw has been placed and kept in the open-to-boat position.

(5) The draw may resume onsite opening and closing when a bridge operator arrives onsite and can safely operate the drawbridge and UPRR notifies and receives approval from the Coast Guard.

(6) The draw may resume operating from the remote location when the

situations listed in paragraph 3 have been corrected and UPRR notifies and receives approval from the Coast Guard.

(7) UPRR will immediately operate the bridge using an onsite bridge operator anytime at the direction of the District Commander.

(8) UPRR shall maintain the working machinery of the drawbridge in good operating condition to be able to manually operate the bridge onsite.

W.E. Watson,

Rear Admiral, U.S. Coast Guard, Commander, Heartland District.

[FR Doc. 2026–16124 Filed 8–6–26; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 117

[Docket No. USCG–2025–0309]

RIN 1625–AA09

Drawbridge Operation Regulation; Old Brazos River, Freeport, Texas

AGENCY: Coast Guard, DHS.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard proposes to modify the operating schedule that governs the Union Pacific Railroad (UPRR) drawbridge that crosses the Old Brazos River, mile 5.3, near Brazoria, TX. UPRR has proposed to remotely operate the drawbridge from their train yard located in Brazos, TX. The Coast Guard temporarily changed the regulation to test this system. During the test the drawbridge continued to operate safely and provided boats and mariners with a reasonable ability to use this waterway. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must reach the Coast Guard on or before September 8, 2026.

ADDRESSES: You may submit comments identified by docket number USCG–2025–0309 using Federal Decision Making Portal at <https://www.regulations.gov>.

See the “Public Participation and Request for Comments” portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments. This notice of proposed rulemaking with its plain-language, 100-word-or-less proposed rule summary will be available in this same docket.

FOR FURTHER INFORMATION CONTACT: If you have questions on this proposed rule, call, email or mail Doug

Blakemore, Coast Guard Heartland District Bridge Branch, 504.671.2127, Douglas.A.Blakemore@uscg.mil, 500 Poydras St., Room 1313, New Orleans, LA 70130.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
OMB Office of Management and Budget
NPRM Notice of Proposed Rulemaking (Advance, Supplemental)
§ Section
U.S.C. United States Code

II. Background, Purpose and Legal Basis

The Union Pacific Railroad vertical lift drawbridge crosses the Old Brazos River, mile 5.3, near Brazoria, TX. The bridge is currently operated by a bridge tender at the site of the drawbridge and is maintained in the fully open-to-boat position. The bridge is closed to allow trains to pass or for maintenance. The proposed rule will have the bridge continue to open and close as above but will be operated by at the UPRR train yard in Brazoria. This bridge at mean high water has a vertical clearance of 10 feet in the closed to boat position, a vertical clearance of 71 feet in the open to boat position and a 228 foot horizontal clearance. The bridge operates according to 33 CFR 117.975.

UPRR has requested to operate this drawbridge from their railroad yard in Brazoria, TX. UPRR has installed a remote operation system at the bridge and at the remote control center in Spring, TX. Six cameras have been installed at the bridge; one per tower at each corner of the bridge that can be moved to look upriver, downriver and beneath the bridge and 2 cameras that look at the east and west rail tracks. The cameras are equipped with thermal imaging to assist with visibility during inclement weather. There are two sets of sensors that are installed to detect vessels under the bridge; 1 microwave sensor and 1 light detecting and ranging sensor. The remote control station monitors the cameras, sensor systems and communicates to boats with VHF radio and telephone.

This part of the Old Brazos River is used by recreational boaters and fisherman and small charter boats. The bridge is kept in the open-to-boat position and closes about 1–3 times per day to pass trains.

III. Discussion of Proposed Rule

33 CFR 117.42 establishes Coast Guard drawbridge regulations to operate a drawbridge from a remote location and

authorizes the Coast Guard District Commander to approve or not approve operations from a remote site. The bridge is currently operated by a bridge tender at the site of the drawbridge, is maintained in the open-to-boat position and closes 1–3 times per day to pass trains. The bridge operates according to 33 CFR 117.975. This proposed rule will change the operating schedule. The bridge will continue to be maintained in the open-to-boat position but will be opened and closed from the remote control station at the UPRR train yard. Mariners will continue to communicate with the remote bridge tender via VHF–FM Channel 9 and by the telephone number posted on the bridge.

This proposed rule requires UPRR to place and keep the draw in the open-to-boat position when any part of the remote system fails, communications between a boat and the bridge operator fail, weather prevents the remote operator from seeing boats and vessels, safety, security and procedural systems of any kind fail and at the direction of the Coast Guard. The draw will be allowed to close again to pass trains when UPRR provides a bridge operator at the bridge location or the failure has been corrected. Returning the bridge to remote operations will require the approval of the Coast Guard.

IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on these statutes and Executive Orders.

A. Impact on Small Entities

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons. This regulatory action determination is based on the ability that vessels can still transit the bridge given notice.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see