

the Board member, or full Board, a reasonable opportunity to render a decision.”

■ 62. Amend § 28.133(e) to change “In determining whether a permanent stay under paragraph (b)(2) of this section should be issued, the Board member, or Board en banc, shall: (1) Assess the evidence adduced by each side as to whether the proposed personnel action arises out of an alleged prohibited personnel practice as specified by the Board’s General Counsel; (2) Assess the nature and gravity of any harm that could inure to each side if the request for permanent stay is either granted or denied; and (3) Balance the assessments conducted under paragraphs (e)(1) and (2) of this section” to “A stay under paragraph (c)(1) of this section may be issued if the Board member, or The full Board, determines that under all of the circumstances the interests of justice would be served by providing more time for the Board’s Office of General Counsel to pursue the investigation. However, the duration of a stay under paragraph (c)(1) of this section shall not exceed the amount of time reasonably necessary to acquire sufficient information to support a request normally not more than 60 days.”

■ 63. Amend § 28.133(f) to change “Any order issued by a member of the Board granting or denying, in whole or in part, a stay request under paragraph (b) shall be subject to review by the Board en banc on the filing and service of a notice of appeal, accompanied by a supporting brief, within 10 days of the service of that order. Responsive briefs shall be filed and served within 10 days of service of the appeal” to “In determining whether to grant a stay under paragraph (c)(2) of this section, the Board member, or the full Board, shall: (1) Assess the evidence adduced by each side as to whether the proposed personnel action arises out of an alleged prohibited personnel practice as specified by the Board’s General Counsel; (2) Assess the nature and gravity of any harm that could inure to each side if the request for permanent stay is either granted or denied; and (3) Balance the assessments conducted under paragraphs (f)(1) and (2) of this section.”

■ 64. Add § 28.133(h) “Any order issued by a member of the Board granting or denying, in whole or in part, a stay request under paragraph (c) shall be subject to review by the full Board on the filing and service of a notice of appeal, accompanied by a supporting brief, within 10 days of the service of that order. Responsive briefs shall be

filed and served within 10 days of service of the appeal.”

Kimberly McLeod,

*Executive Director, Personnel Appeals Board,
U.S. Government Accountability Office.*

[FR Doc. 2026–16108 Filed 8–6–26; 8:45 am]

BILLING CODE 1610–02–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7233; Project Identifier AD–2026–00062–T]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company 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 The Boeing Company Model 787–8, 787–9, and 787–10 airplanes. This proposed 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. This proposed AD would require performing a maintenance records check or inspection of the right engine to determine the part number of the left fan cowl and applicable on-condition actions. 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 September 21, 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–2026–7233; 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 Boeing material identified in this proposed 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.

- 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. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–7233.

FOR FURTHER INFORMATION 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.

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–2026–7233; Project Identifier AD–2026–00062–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 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. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA has received a report from the manufacturer indicating that the protection system on the left fan cowl of the right engine does not sufficiently cover the components and systems for airplanes equipped with Rolls Royce Deutschland Ltd & Co KG (RRD) Model

Trent 1000-AE3, 1000-CE3, 1000-D3, 1000-G3, 1000-H3, 1000-J3, and 1000-K3 engines. This insufficient cover could leave 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. This condition, if not addressed, could lead to damage to critical systems in 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.

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 Boeing Special Attention Requirements Bulletin B787-81205-SB540022-00 RB, Issue 001, dated February 19, 2026. This material specifies procedures for performing a maintenance records check or inspection of the right engine, left fan

cowl for fan cowl part numbers 725Z2300-307, 725Z2300-305, or 725Z2300-5003, and applicable on-condition actions. On-condition actions include modifying or replacing the existing right engine left fan cowl. 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 accomplishing the actions specified in the material already described except for any differences identified as exceptions in the regulatory text of this proposed AD. For information on the procedures and compliance times, see this material at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-7233.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 22 airplanes 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
Maintenance records check or inspection	3 work-hours × \$85 per hour = \$255	\$0	\$255	\$5,610

The FAA estimates the following costs to do any necessary modifications or replacements that would be required

based on the results of the proposed inspection. The agency has no way of determining the number of aircraft that

might need this modification or replacement:

ON-CONDITION COSTS			
Action	Labor cost	Parts cost	Cost per product
Modification of fan cowl	6 work-hours × \$85 per hour = \$510	\$4,716	\$5,226
Replacement of fan cowl	2 work-hours × \$85 per hour = \$170	* 0	170

* The FAA has received no definitive data on which to base the cost estimates for the replacement parts specified in this proposed AD.

The FAA has included all known costs in its cost estimate. According to the parts manufacturer, however, some or all of the costs of this proposed 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 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:

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]

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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