

Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-7234; Project Identifier AD-2026-00344-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 supersede Airworthiness Directive (AD) 2022-15-01, which applies to certain The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. AD 2022-15-01 requires inspecting certain vertical fin tension bolt holes; reviewing the bolt sealant application installation procedure in the existing maintenance or inspection program, as applicable; checking maintenance records to determine the replacement status of vertical fin tension bolts; and doing applicable on-condition actions. Since the FAA issued AD 2022-15-01, the FAA has determined that optional sealant types allowed by that AD may not provide sufficient time to complete all bolt installations. The FAA has also received additional reports of corrosion that, in some cases, was more severe than expected. As a result, the FAA has determined that the compliance times for certain actions must be reduced. This proposed AD would, for certain airplanes, continue to require certain actions required by AD 2022-15-01 with reduced compliance times. For certain airplanes, this proposed AD would also require reviewing maintenance records to determine whether a correct sealant application method was used and performing 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 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-2026-7234; 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 98198. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at *regulations.gov* under Docket No. FAA-2026-7234.

FOR FURTHER INFORMATION CONTACT: Joseph Hodgin, Aviation Safety Engineer, FAA, 2200 South 216th St, Des Moines, WA 98198; phone: 206-231-3962; email: *Joseph.J.Hodgin@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-2026-7234; Project

Identifier AD-2026-00344-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 Joseph Hodgin, Aviation Safety Engineer, FAA, 2200 South 216th St, Des Moines, WA 98198; phone: 206-231-3962; email: *Joseph.J.Hodgin@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 issued AD 2022-15-01, Amendment 39-22120 (87 FR 43395, July 21, 2022) (AD 2022-15-01), for certain The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. AD 2022-15-01 was prompted by a report that during a C-check, corrosion was found in the vertical fin tension bolt hole located in the aluminum crown frames at Section 48. AD 2022-15-01

requires inspecting certain vertical fin tension bolt holes; reviewing the bolt sealant application installation procedure in the existing maintenance or inspection program, as applicable; checking maintenance records to determine the replacement status of vertical fin tension bolts; and doing applicable on-condition actions. The agency issued AD 2022–15–01 to address undetected corrosion which could lead to the structure falling below residual strength requirements and the loss of the vertical fin, and result in loss of control of the airplane.

Actions Since AD 2022–15–01 Was Issued

Since the FAA issued AD 2022–15–01, the FAA has determined that Boeing Alert Service Bulletin B787–81205–SB550010–00, Issue 001, dated May 24, 2021 (which is specified as guidance material in AD 2022–15–01), allowed optional sealant types that may not provide sufficient time to complete all bolt installations. This could damage the sealant during fastener installation, rendering the actions in that service information ineffective. In addition, corrosion damage was found during the incorporation of Boeing Alert Requirements Bulletin B787–81205–SB550010–00 RB, Issue 001, dated May 24, 2021 (which is required by AD 2022–15–01), that, in some cases, was more severe than expected. The FAA determined that certain compliance times need to be reduced and that, for airplanes on which those optional sealant types may have been used, a review of maintenance records to

determine the sealant application method used and applicable on-condition actions is needed.

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 Alert Requirements Bulletin B787–81205–SB550010–00 RB, Issue 002, dated March 11, 2026. This material specifies, depending on configuration, procedures for a detailed inspection of vertical fin tension bolt holes (16 locations) in the aluminum crown frame, composite deck, and root fittings for corrosion and finish degradation; a review of the existing maintenance or inspection program, as applicable, related to the vertical fin tension bolt installation procedure to determine if the sealant application is correct; a review of maintenance records to determine if a vertical fin tension bolt has been replaced and to determine the sealant application procedure used; a review of maintenance records to determine if a correct sealant application method was used; and applicable on-condition actions.

On-condition actions include applying sealant and finish; installing new vertical fin tension bolts and barrel nuts; revising the existing maintenance or inspection program as applicable, to include the minimum requirement for the correct vertical fin tension bolt

sealant application procedure; a detailed inspection of the affected vertical fin tension bolt holes in the aluminum crown frame, composite deck, and root fittings for, depending on configuration, corrosion, finish degradation, and existing repairs; and repair.

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 retain certain of the requirements of AD 2022–15–01, with reduced compliance times. For certain airplanes, this proposed AD would also require reviewing maintenance records to determine whether a correct sealant application method was used and performing applicable on-condition actions. This proposed AD would also 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.faa.gov/regulations) under Docket No. FAA–2026–7234.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 116 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
Inspection sealant application, and bolt/nut installation.	6 work-hours × \$85 per hour = \$510	\$37,750	\$38,260	Up to \$4,438,160.
Maintenance program review	1 work-hour × \$85 per hour = \$85	0	85	\$9,860
Records review (bolt replacement and sealant procedure).	1 work-hour × \$85 per hour = \$85	0	85	\$9,860
Records review (sealant application)	1 work-hour × \$85 per hour = \$85	0	85	\$9,860

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

the results of the proposed actions. The agency has no way of determining the

number of aircraft that might need these actions:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Inspection, sealant application, and bolt/nut installation.	6 work-hours × \$85 per hour = \$510	\$37,750	\$38,260
Maintenance records check	1 work-hour × \$85 per hour = \$85	0	85
Inspection for corrosion, finish degradation, repairs	1 work-hour × \$85 per hour = \$85	0	85

The FAA has determined that revising the existing maintenance or inspection program takes an average of 90 work-hours per operator, although the agency recognizes that this number may vary from operator to operator. Since operators incorporate maintenance or inspection program changes for their affected fleet(s), the FAA has determined that a per-operator estimate is more accurate than a per-airplane estimate. Therefore, the FAA estimates the average total cost per operator to be \$7,650 (90 work-hours × \$85 per work-hour).

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

The FAA has included all known costs in its cost estimate. According to the 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:
- a. Removing Airworthiness Directive (AD) 2022–15–01, Amendment 39–22120 (87 FR 43395, July 21, 2022), and
 - b. Adding the following new AD:

The Boeing Company: Docket No. FAA–2026–7234; Project Identifier AD–2026–00344–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by September 28, 2026.

(b) Affected ADs

This AD replaces AD 2022–15–01, Amendment 39–22120 (87 FR 43395, July 21, 2022) (AD 2022–15–01).

(c) Applicability

This AD applies to The Boeing Company Model 787–8, 787–9, and 787–10 airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin B787–81205–SB550010–00 RB, Issue 002, dated March 11, 2026.

(d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers.

(e) Unsafe Condition

This AD was prompted by a report that during a C-check, corrosion was found in the vertical fin tension bolt hole located in the aluminum crown frames at Section 48, and by additional findings of corrosion damage during accomplishment of AD 2022–15–01, which, in some cases, was more severe than expected. This AD was also prompted by a determination that an optional sealant type may not provide sufficient time to complete all bolt installations, possibly leading to damage to the sealant. The FAA is issuing this AD to address undetected corrosion, which could lead to the structure falling below residual strength requirements and the loss of the vertical fin, and result in loss of control 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 Alert Requirements Bulletin B787–81205–SB550010–00 RB, Issue 002, dated March 11, 2026, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787–81205–SB550010–00 RB, Issue 002, dated March 11, 2026.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787–81205–SB550010–00, Issue 003, dated March 11, 2026, which is referred to in Boeing Alert Requirements Bulletin B787–81205–SB550010–00 RB, Issue 002, dated March 11, 2026.

(h) Exceptions to Requirements Bulletin Specifications

(1) Where the Compliance Time columns of the tables in the "Compliance" paragraph of Boeing Alert Requirements Bulletin B787–81205–SB550010–00 RB, Issue 002, dated March 11, 2026, refer to the Issue 002 date of Requirements Bulletin B787–81205–SB550010–00 RB, this AD requires using the effective date of this AD.

(2) Where Boeing Alert Requirements Bulletin B787–81205–SB550010–00 RB, Issue 002, dated March 11, 2026, specifies contacting Boeing for repair instructions and doing the repair, this AD requires doing the repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(3) Where the columns of the tables in the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787–81205–SB550010–00 RB, Issue 002, dated March 11, 2026, specify to refer to listed procedures in "SB B787–81205–SB550010–00, Issue 001", this AD requires replacing that text with "SB B787–81205–SB550010–00, Issue 002".

(i) 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 certification office, send it to the attention of the person identified in paragraph (j)(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.

(j) Additional Information

(1) For more information about this AD, contact Joseph Hodgkin, Aviation Safety Engineer, FAA, 2200 South 216th St, Des Moines, WA 98198; phone: 206-231-3962; email: Joseph.J.Hodgin@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (k)(3) of this AD.

(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) Boeing Alert Requirements Bulletin B787-81205-SB550010-00 RB, Issue 002, dated March 11, 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 98198. 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 August 5, 2026.

Brian Knaup,

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

[FR Doc. 2026-16389 Filed 8-11-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG-2026-0763]

RIN 1625-AA87

Security Zone; U.S. Coast Guard Base, Los Angeles Harbor Main Channel, Los Angeles, CA

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to establish a permanent security zone extending 40 yards into the navigable waters of the main channel of Los Angeles Harbor including the entire perimeter of the Coast Guard Base on Terminal Island. This action is necessary for the security of military service members on vessels, and military members and government property on Terminal Island. All persons and vessels would be prohibited from entering, transiting through, or anchoring in the proposed security zone unless authorized by the Captain of the Port Los Angeles-Long Beach. We invite your comments on this proposed rulemaking.

DATES: Comments and related material must be received by the Coast Guard on or before September 11, 2026.

ADDRESSES: To submit comments and view available documents, go to <https://www.regulations.gov> and search for USCG-2026-0763.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rule, contact LCDR Anthony Solares, Sector Los Angeles—Long Beach Waterways Management Division, U.S. Coast Guard; telephone 310-521-3860, email D11-SMB-SectorLALB-WWM@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
COTP Captain of the Port
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

II. Background and Authority

In the past, a variety of activities directly adjacent to or subsurface in the vicinity of Coast Guard assets have required immediate response actions to safeguard the personnel and property of U.S. Coast Guard Base Los Angeles-Long Beach on Terminal Island within the main channel of Los Angeles Harbor. The Captain of the Port (COTP) Los Angeles-Long Beach has identified a need to create a permanent security zone to address safety and security risks for personnel and property. Therefore, the COTP is proposing this rule under the authority in 46 U.S.C. 70051 and 70124, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the security zone.

III. Discussion of the Rule

This proposed rule would establish a security zone on October 1, 2026. The security zone would cover all navigable waters within 40 yards of the Coast Guard Base on Terminal Island. No vessel or person would be permitted to enter the security zone without obtaining permission from the COTP or their designated representative. The regulatory text we are proposing appears at the end of this document.

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 a number of 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.

Vessel traffic will be able to safely transit within the main channel. This regulation will only impact a small area around the Coast Guard Base. In addition, the Coast Guard will issue a Local Notice to Mariners (LNM) and Marine Safety Information Bulletin (MSIB) which will notify entities of the security zone and allows vessels to request permission to enter the regulated area from the COTP.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this proposed 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 proposed rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), if this proposed rule will affect your small business, organization, or governmental jurisdiction and you have questions, contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Small businesses may send