Appendix A to Part 1523: Interpretations

1. *While vacationing in a foreign country, a U.S. resident is issued a payment stablecoin by an issuer that (a) is both incorporated under the laws of and has its principal place of business in the foreign country and (b) does not meet the criteria set out in section 18(a) of the GENIUS Act (12 U.S.C. 5916(a)). Has the issuer violated § 1523.2(a)?*

No. As described in § 1523.2(b), a person will be considered to have issued a payment stablecoin in the United States only if, at the time of issuance, the person issuing the payment stablecoin is located in the United States, or the person issues the payment stablecoin to a person located in the United States. The foreign payment stablecoin issuer is not located in the United States because it is not organized or incorporated under the laws of the United States or a State and does not have its principal place of business in the United States. Similarly, at the time of the issuance, the U.S. resident is not located in the United States because he or she is not physically present in the United States.

Although the foreign payment stablecoin issuer has not violated § 1523.2(a) in this scenario, foreign payment stablecoin issuers should take care to avoid offers or sales to U.S. residents while such residents are located in the United States. For example, if the foreign payment stablecoin issuer directly solicited the U.S. resident (while he or she was physically located in the United States) to purchase the payment stablecoin, this conduct would likely violate § 1523.3, unless the conditions in § 1523.3(e) were satisfied.

2. *As part of its marketing strategy for a new payment stablecoin, an issuer, for no consideration and without previously advertising the payment stablecoin, mints and airdrops a payment stablecoin to a U.S. resident who is physically present in the United States. Following the airdrop, the U.S. resident has or will have the right to transfer, use, or redeem the payment stablecoin. Has a payment stablecoin been issued in the United States for purposes of § 1523.2(a)?*

Yes, because the airdrop meets the definition of ''issue'' in § 1523.1(c), and because, as described in § 1523.2(b), a payment stablecoin has been issued in the United States because the person to whom the payment stablecoin was issued was located in the United States at the time of issuance.

3. *A digital asset service provider that operates an exchange coordinates with an issuer to list newly issued payment stablecoins on the digital asset service provider's exchange for purchase by persons located in the United States. The digital asset service provider does not have an obligation to convert, redeem, or repurchase the payment stablecoins. Has the digital asset service provider issued the payment stablecoins within the meaning of § 1523.2(a)?*

No. The digital asset service provider is not considered the issuer as defined in § 1523.1(c) because the digital asset service provider does not have an obligation to convert, redeem, or repurchase the payment stablecoins. However, depending on the facts and circumstances, the digital asset service provider may have participated in the issuance as described in § 1523.2(d) and may be offering or selling the payment stablecoins as described in § 1523.3.

4. *An issuer mints and transfers a digital asset to a person located in the United States. The digital asset is designed to be used as a means of payment or settlement, and the issuer represents that it will maintain a stable value relative to the value of a fixed amount of monetary value. However, the issuer provides (by smart contract or otherwise) that the digital asset is not redeemable by the issuer until a future date. Has a payment stablecoin been issued within the meaning of § 1523.2?*

Yes. As described in § 1523.1(c), an issuer is considered to have issued a payment stablecoin if the first transfer of the payment stablecoin will result in a person other than the issuer having the right to redeem a payment stablecoin, even if the redemption obligation does not mature until some period after the transfer.

Rachel Miller,

Executive Secretary.

[FR Doc. 2026–16796 Filed 8–17–26; 8:45 am]

BILLING CODE 4810–AK–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7237; Project Identifier AD–2025–01425–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 737 -300, -400, and -500 series airplanes. This proposed AD was prompted by reports of nuisance stick shaker activation while accelerating to cruise speed at the top of a climb due to frozen angle of airflow (AOA) sensor vanes. This proposed AD would require installing new external case heaters (ECHs) on the left and right AOA sensors, performing repetitive functional tests and applicable corrective actions, and accomplishing applicable concurrent 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 October 2, 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–2026–7237; 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 Westminster 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* under Docket No. FAA–2026–7237.

FOR FURTHER INFORMATION CONTACT: Michael Closson, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3973; email: *Michael.P.Closson@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–2026–7237; Project Identifier AD–2025–01425–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 Michael Closson, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3973; email: *Michael.P.Closson@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 reports of nuisance stick shaker activation on Model MD–90 airplanes while the airplane was accelerating to cruise speed at the top of a climb. A review of recorded flight data and weather reports indicated that the nuisance stick shaker activation was caused by AOA sensor vanes that were frozen and malfunctioned due to insufficient heat in certain AOA sensors that prevent ice build-up in the vane pivot. Heavy moisture conditions on the ground can lead to water entering the AOA vane pivot and freezing prior to or during flight. The manufacturer has determined that the potential for vane pivot freezing exists on AOA sensor part numbers used on certain Model 737, -300, -400, and -500 series airplanes. This condition, if not addressed, could lead to failure of the stall warning system and result in a loss of continued safe flight and landing.

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 737–30A1081 RB, Revision 1, dated April 30, 2026. This material specifies procedures for installing new ECHs on the left and right AOA sensors, performing repetitive functional tests and applicable corrective actions (*e.g.,* includes troubleshooting and replacing the ECH), and accomplishing applicable concurrent actions. Concurrent actions include installing a junction box, installing air data probe heat automation wire provisions, replacing insulation blankets with new flame retardant material, modifying circuit breaker panels to activate the automated probe heat system, and modifying or replacing the identification label on certain AOA sensors, as applicable. Concurrent actions also include, if any crack is found, contacting Boeing for repair instructions and doing the 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 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* under Docket No. FAA–2026–7237.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 133 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
Installation	13 work-hours × $85 per hour = $1,105	$1,020	$2,125	$282,625.
Functional test	1 work-hours × $85 per hour = $85 per test cycle.	0	$85 per test cycle	$11,305 per test cycle.
Concurrent actions	Up to 888 work-hours × $85 per hour = $75,480.	34,403	Up to $109,883	Up to $14,614,439.

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–2026–7237; Project Identifier AD–2025–01425–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 2, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-300, 737-400, and 737-500 series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 737–30A1081 RB, Revision 1, dated April 30, 2026.

(d) Subject

Air Transport Association (ATA) of America Code 30, Ice and rain protection.

(e) Unsafe Condition

This AD was prompted by reports of nuisance stick shaker activation while the airplane was accelerating to cruise speed at the top of a climb due to frozen angle of airflow (AOA) sensor vanes. The FAA is issuing this AD to address malfunctioning AOA sensor vanes due to insufficient heat in certain AOA sensors that prevent ice build-up in the vane pivot. The unsafe condition, if not addressed, could lead to failure of the stall warning system and result in a loss of continued safe flight and landing.

(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 737–30A1081 RB, Revision 1, dated April 30, 2026, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737–30A1081 RB, Revision 1, dated April 30, 2026.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737–30A1081, Revision 1, dated April 30, 2026, which is referred to in Boeing Alert Requirements Bulletin 737–30A1081 RB, Revision 1, dated April 30, 2026.

(h) Exceptions to Requirements Bulletin Specifications

(1) Where the Compliance Time column of the table in the ''Compliance'' paragraph of Boeing Alert Requirements Bulletin 737–30A1081 RB, Revision 1, dated April 30, 2026, refers to the original issue date of Requirements Bulletin 737–30A1081 RB, this AD requires using the effective date of this AD.

(2) Where the concurrent actions of Boeing Alert Requirements Bulletin 737–30A1081 RB, Revision 1, dated April 30, 2026, specify contacting Boeing for repair instructions: This AD requires doing the repair before further flight using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(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 Continued Operational Safety Branch, 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.

(3) For any concurrent actions of Boeing Alert Requirements Bulletin 737–30A1081 RB, Revision 1, dated April 30, 2026, that contain steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (i)(3)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled ''RC Exempt,'' then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(j) Additional Information

(1) For more information about this AD, contact Michael Closson, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3973; email: *Michael.P.Closson@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 737–30A1081 RB, Revision 1, dated April 30, 2026.

(ii) [Reserved]

(3) For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster 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 August 11, 2026.

Brian Knaup,

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

[FR Doc. 2026–16795 Filed 8–17–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–5150; Airspace Docket No. 25–AAL–148]

RIN 2120–AA66

Establishment of Class E Airspace; Trading Bay Production Airport, Trading Bay, AK

AGENCY: Federal Aviation Administration (FAA), DOT.