

corresponding AFM takeoff distance established in accordance with § 25.113(a)(1).

(b) In lieu of compliance with 25.107(e)(4), for automatic takeoff systems, accounting for the maximum expected deviation of V_R allowed by E²TS, or in out-of-trim conditions, the all-engines-operating takeoff distance must not exceed the corresponding AFM takeoff distance, established in accordance with § 25.113(a), by more than 1%. Deviations of other parameters that might influence pitch rotation dynamics (e.g., pitch angle, pitch rate) must be accounted for, unless the effect of such deviations on the takeoff distance is shown to be negligible.

(c) Operation of the E²TS function must not result in unsafe flight characteristics.

Issued in Des Moines, Washington, on October 7, 2026.

Paul R. Siegmund,

Manager, Transport Airplane and Turbine Engine Standards Branch, Certification Standards Division, Aircraft Certification Service.

[FR Doc. 2026-21907 Filed 10-26-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-11817; Project Identifier AD-2026-01020-E]

RIN 2120-AA64

Airworthiness Directives; CFM International, S.A. Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all CFM International, S.A. (CFM) Model CFM56-7B engines. This proposed AD was prompted by an event involving a CFM Model CFM56-7B26/3 engine where a fan blade separated and resulted in an engine in-flight shutdown (IFSD) with debris penetrating the fuselage, which caused a loss of pressurization and prompted an emergency descent. This proposed AD would require a visual inspection of the fan blades for findings considered not serviceable and, depending on the results of the inspection, replacement with a serviceable part and additional fan blade inspections. This proposed AD would also require sending the

inspection results to CFM if any finding considered not serviceable is found. 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 November 27, 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-2026-11817; 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 CFM material identified in this proposed AD, contact CFM, GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45215; phone: (877) 432-3272; email: aviation.fleet-support@ge.com.
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

FOR FURTHER INFORMATION CONTACT:

Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7178; email: alexi.t.marqueen@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-2026-11817; Project Identifier AD-2026-01020-E” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change,

and include supporting data. The FAA will consider all comments received by the closing date and may revise this proposal because of those comments.

Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to [regulations.gov](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 Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA received a report that a Boeing 737-800 Model airplane powered by CFM56-7B26/3 engines experienced a fan blade separation during flight that resulted in an engine IFSD with debris penetrating the fuselage, which caused a loss of pressurization and prompted an emergency descent. The manufacturer investigation into the root cause of the fan blade failure is ongoing, but preliminary investigation indicates deformation to the fan blades induced a localized vibratory response in the failed blade. This condition, if not addressed, could result in debris penetrating the fuselage and cause a loss of pressurization and prompt an emergency descent.

On April 17, 2018, a Southwest Airlines flight experienced a CFM56-7B engine failure due to a fractured fan blade that led to the engine inlet cowl

disintegrating and debris penetrating the fuselage. The FAA has received no factual information that indicates that the April 17, 2018 incident on a Southwest Airlines flight is related to the unsafe condition addressed by this proposed AD. It is noted here for completeness only.

The FAA is providing a 30-day comment period for this NPRM instead of the standard 45-day comment period. This shortened timeframe is necessary to align the effective implementation of this safety action with the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, and in consideration of the recent in-service engine event. The FAA has determined that a 30-day comment period provides sufficient opportunity for public input while ensuring harmonization with EASA.

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 CFM Service Bulletin CFM56-7B S/B 72-1119, dated September 8, 2026, which specifies procedures for visual inspection of the fan blades for findings considered not serviceable (cracks, tears, tip curls, local distortion on leading edge), and additional inspections of adjacent (forward looking aft) fan blades. 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 a visual inspection of the fan blades for findings considered not serviceable (cracks, tears, tip curls, local distortion

on leading edge) and, depending on the results of the inspection, replacement with a serviceable part and additional fan blade inspections. This proposed AD would also require sending the inspection results to CFM if any unserviceable finding is found.

Interim Action

This AD is considered to be interim action. The inspection reports that are required by this AD will enable the manufacturer to obtain better insight into the nature, cause, and extent of the fan blade failure, and eventually allow the manufacturer to develop final action to address the unsafe condition. Once final action has been identified, the FAA might consider further rulemaking.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 3,450 engines installed on 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
Visually inspect fan blades	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$293,250

The FAA estimates the following costs to do any necessary replacements and additional inspections that would

be required based on the results of the proposed inspection. The agency has no way of determining the number of

engines that might need these replacements and additional inspections:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Remove and replace fan blade	1 work-hour × \$85 per hour = \$85	\$51,400	\$51,485
Inspect adjacent fan blade	2 work-hours × \$85 per hour = \$170	0	170
Report inspection results	1 work-hour × \$85 per hour = \$85	0	85

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

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:

CFM International, S.A.: Docket No. FAA–2026–11817; Project Identifier AD–2026–01020–E.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by November 27, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all CFM International, S.A. (CFM) Model CFM56–7B20, CFM56–7B20/2, CFM56–7B20/3, CFM56–7B20E, CFM56–7B22, CFM56–7B22/2, CFM56–7B22/3, CFM56–7B22/3B1, CFM56–7B22/B1, CFM56–7B22E, CFM56–7B22E/B1, CFM56–7B24, CFM56–7B24/2, CFM56–7B24/3, CFM56–7B24/3B1, CFM56–7B24/B1, CFM56–7B24E, CFM56–7B24E/B1, CFM56–7B26, CFM56–7B26/2, CFM56–7B26/3, CFM56–7B26/3B1, CFM56–7B26/3B2, CFM56–7B26/3B2F, CFM56–7B26/3F, CFM56–7B26/B1, CFM56–7B26/B2, CFM56–7B26E, CFM56–7B26E/B1, CFM56–7B26E/B2, CFM56–7B26E/B2F, CFM56–7B26E/F, CFM56–7B27, CFM56–7B27/2, CFM56–7B27/3, CFM56–7B27/3B1, CFM56–7B27/3B1F, CFM56–7B27/3B3, CFM56–7B27/3F,

CFM56–7B27/B1, CFM56–7B27/B3, CFM56–7B27A, CFM56–7B27A/3, CFM56–7B27AE, CFM56–7B27E, CFM56–7B27E/B1, CFM56–7B27E/B1F, CFM56–7B27E/B3, and CFM56–7B27E/F engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by an event involving a CFM Model CFM56–7B26/3 engine, which experienced a fan blade separation that resulted in an in-flight engine shutdown and debris penetrating the fuselage, causing a loss of pressurization and prompting an emergency descent. The FAA is issuing this AD to prevent failure of the fan blade. The unsafe condition, if not addressed, could result in debris penetrating the fuselage and cause a loss of pressurization and prompt an emergency descent.

(f) Compliance

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

(g) Definition

For the purpose of this AD, a “serviceable fan blade” is a new, zero-hour fan blade or a fan blade that has passed the inspections required by paragraph (h)(1) of this AD.

(h) Required Actions

(1) Perform a visual inspection of the fan blades in accordance with the Accomplishment Instructions, paragraph 3.C., of CFM Service Bulletin (SB) CFM56–7B S/B 72–1119, dated September 8, 2026 (CFM56–7B S/B 72–1119), as follows:

- (i) For engines installed on aircraft as of the effective date of this AD, within 400 flight cycles or within 90 days after the effective date of this AD, whichever occurs first.
- (ii) For engines not installed on aircraft as of the effective date of this AD, before further flight.

(2) If any findings considered not serviceable are detected, before further flight, do the following:

- (i) Remove the fan blade from service and replace with a serviceable fan blade.
- (ii) Perform an inspection of the adjacent clockwise (forward looking aft) fan blade for findings considered not serviceable in accordance with the Accomplishment Instructions, paragraph 3.D.(2), of CFM56–7B S/B 72–1119.
- (iii) If any unserviceable finding is found during the inspection required by paragraph (h)(2)(ii) of this AD, before further flight, remove the fan blade from service and replace with a serviceable fan blade.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed prior to the effective date of this AD using the material identified in, and meeting the applicable conditions specified in, paragraphs (i)(1) through (3) of this AD.

- (1) Credit is allowed for the actions required by paragraph (h) of this AD if an

engine shop manual piece-part inspection was performed on each fan blade in the set within 100 flight cycles prior to the effective date of this AD; or

(2) Credit is allowed if the actions required by paragraph (h) of this AD were performed within 100 flight cycles prior to the effective date of this AD using CFM SB CFM56–7B S/B 72–1033, Revision 3, dated November 6, 2018; CFM56–7B S/B 72–1033, Revision 4, dated September 12, 2019; CFM56–7B S/B 72–1033, Revision 5, dated July 28, 2026; or CFM56–7B S/B 72–1033, Revision 6, dated August 14, 2026; or

(3) Credit is allowed if the actions required by paragraph (h) of this AD were performed using CFM SB CFM56–7B S/B 72–1118, dated June 1, 2026.

(j) Reporting Requirement

Report the results of the inspections required by paragraph (h) of this AD to CFM within 30 days after the inspection or within 30 days after the effective date of this AD, whichever occurs later, in accordance with the Accomplishment Instructions, paragraph 3.D.(3), of CFM56–7B S/B 72–1119.

(k) Alternative Methods of Compliance (AMOCs)

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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (l)(1) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(l) Additional Information

(1) For more information about this AD, contact Alexei Marqueen, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7178; email: alexei.t.marqueen@faa.gov.

(2) For material identified in this AD that is not incorporated by reference, contact CFM International, S.A., GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45215; phone: (877) 432–3272; email: aviation.fleetsupport@ge.com.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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) CFM Service Bulletin CFM56–7B S/B 72–1119, dated September 8, 2026.

(ii) [Reserved]

(3) For CFM material identified in this AD, contact CFM International, S.A., GE Aviation Fleet Support, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45215; phone: (877)

432–3272; email: aviation.fleetsupport@ge.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on October 22, 2026.

Brian Knaup,

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

[FR Doc. 2026–21852 Filed 10–26–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket Number USCG–2026–0941]

RIN 1625–AA00

Safety Zone; Southern California Annual Firework Events for the Los Angeles-Long Beach Captain of the Port Zone

AGENCY: Coast Guard, Department of Homeland Security.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Coast Guard is proposing to amend the Southern California Firework Events for Los Angeles-Long Beach Captain of the Port Zone Annual Safety Zones. The Coast Guard proposes eight new events to be added, thirteen events to be updated, and two events removed. The safety zones are needed to protect waterways users and keep them clear of potentially harmful debris within the fallout zone. This proposed rulemaking would prohibit persons and vessels from being in the safety zone unless specifically 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 November 27, 2026.

ADDRESSES: To submit comments and view available documents, go to <https://www.regulations.gov> and search for USCG–2026–0941.

FOR FURTHER INFORMATION CONTACT: If you have questions about this proposed rule, contact LCDR Anthony Solares,

U.S. Coast Guard Sector Los Angeles-Long Beach; telephone (310) 521–3861, email Anthony.I.Solares@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

Every year, Coast Guard Sector Los Angeles-Long Beach receives multiple marine event permit applications from sponsors hosting annual fireworks displays for the Fourth of July and New Year's Eve. Hazards from fireworks displays include accidental discharge of fireworks, dangerous projectiles, and falling hot embers or other debris. The Captain of the Port Los Angeles-Long Beach (COTP) has determined that potential hazards associated with fireworks are a safety concern for anyone within a 100-foot radius during the loading and transit of pyrotechnics aboard launch barges. Upon the commencement of the fireworks displays, the safety concern increases to anyone within a 500 to 1,000-foot radius, or a designated distance from the launch site. Therefore, the COTP is proposing to amend this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

III. Discussion of the Rule

This proposed rule would add eight new events, update thirteen existing events, and remove two events in 33 CFR 165.1125, Table 1, Southern California Annual Firework Events for the Los Angeles-Long Beach Captain of the Port zone.

The following events would be added to 33 CFR 165.1125, Table 1:

“Newport Beach, CA—4th of July—Fireworks,” “Two Harbors, Catalina Island, CA—4th of July—Fireworks,” “Bel Air Bay, Pacific Palisades, CA—4th of July—Fireworks,” “Los Alamitos Bay, CA—4th of July—Fireworks,” “Three Arch Bay, South Laguna, CA—4th of July—Fireworks,” would each establish a recurring safety zone during the first week of July, with a maximum radius of 1,000-feet around a fireworks barge.

The “Port of Los Angeles—4th of July—Fireworks” event would establish a recurring safety zone during the last week of June or first week in July, with a maximum radius of 1,000-feet around a fireworks barge. The “Port of Long

Beach, CA—NYE—Fireworks” event would establish a recurring safety zone during the last week of December, with a maximum radius of 500-feet around a land-based shoot location. The “Santa Barbara Harbor, CA—Holiday Fireworks” event would establish a recurring safety zone during the last week of December, with a regulated area encompassing a specific portion Santa Barbara Harbor and East Beach, Santa Barbara. The addition of these events is necessary to protect personnel, vessels, and the marine environment during recurring events in the Los Angeles-Long Beach Captain of the Port Zone, not currently listed in 33 CFR 165.1125, Table 1.

The following events would be updated in 33 CFR 165.1125, Table 1:

- The “LA County Dept of Beach and Harbors 4th of July Fireworks” would be renamed to the “Marina Del Rey, CA—4th of July Fireworks;”

- The “Fourth of July Fireworks, City of Dana Point” would be renamed to the “Dana Point, CA—4th of July—Fireworks;”

- The “Fourth of July Fireworks, City of Long Beach” would be renamed to “Port of Long Beach, CA—4th of July—Fireworks;”

- The “Fourth of July Fireworks, Irvine Cove Community Association” would be renamed to the “Irvine Cove, CA—4th of July—Fireworks;”

- The “Fourth of July Fireworks, Emerald Bay Community Association” would be renamed to the “Emerald Bay, CA—4th of July—Fireworks;”

- The “Fourth of July Fireworks, Morro Bay CoC” would be renamed to the “Morro Bay, CA—4th of July—Fireworks;”

- The “Fourth of July Fireworks, Catalina Island CoC” would be renamed to the “Avalon Bay, Catalina Island, CA—4th of July—Fireworks;”

- The “Fourth of July Fireworks, City of Redondo Beach” would be renamed to the “Redondo Beach, CA—4th of July—Fireworks;”

- The “Fourth of July Fireworks, City of San Pedro” would be renamed to the “San Pedro, CA—4th of July—Fireworks;” and

- The “Fourth of July Fireworks, City of Cayucos” would be renamed to the “Cayucos, CA—4th of July—Fireworks.”

The effective date of safety zone enforcement for these events would also be updated from “July 4th” to the “First week in July.”

The “Fourth of July Fireworks, City of Santa Barbara” would be renamed to Santa Barbara, CA—4th of July—Fireworks,” with the effective date of safety zone enforcement changed from “July 4th” to the “First week in July,”