

### E. Civil Rights Impact Analysis Statement

AMS has considered the potential civil rights implications of this proposed rule on members of protected groups and has determined this proposed rule does not contain any requirements related to eligibility, benefits, or services that would have the purpose or effect of excluding, limiting, or otherwise disadvantaging any individual, group, or class of persons on one or more prohibited bases.

### F. Executive Order 13175

Executive Order 13175 requires Federal agencies to consult with Indian Tribes on a government-to-government basis on policies that have Tribal implications. This includes regulations, legislative comments or proposed legislation, and other policy statements or actions. Consultation is required when such policies have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or the distribution of power and responsibilities between the Federal Government and Indian Tribes. The following is a summary of activity to date.

AMS engaged in a Tribal Consultation in conjunction with a previous rulemaking also under the P&S Act (“Inclusive Competition and Market Integrity Under the Packers and Stockyards Act” (87 FR 60010, October 3, 2022)) on January 19, 2023, in person in Tulsa, Oklahoma, and virtually. AMS received multiple Tribal comments from that Consultation, many of which were specific to and considered in that rulemaking. In that consultation, Tribes raised legal concerns with respect to the jurisdiction of AMS enforcement of the P&S Act. Tribes commented that the P&S Act does not apply to Tribes and Tribal entities. Those comments raise a legal issue of statutory interpretation, but these concerns are not directly implicated by this rulemaking. AMS does not find that this rulemaking carries substantial direct effects on one or more Indian Tribes beyond the purely legal issue raised during consultation.

AMS recognizes and supports the Secretary’s desire to incorporate Tribal and Indigenous perspectives, remove barriers, and encourage Tribal self-determination principles in USDA programs, including hearing and understanding Tribal views on legal authorities and cost implications as facts and circumstances develop. If a Tribe requests additional consultation, AMS will work with USDA’s Office of Tribal Relations to ensure meaningful

consultation is provided in accordance with Executive Order 13175.

### G. Executive Order 12988

This proposed rule is not intended to have a retroactive effect. If adopted, this proposed rule would not preempt any State or local laws, regulations, or policies unless they present an irreconcilable conflict with this rulemaking.

### H. E-Government Act

AMS is committed to complying with the E-Government Act (44 U.S.C. 3601, *et seq.*) by promoting the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

### I. Unfunded Mandates Reform Act

Title II of the Unfunded Mandates Reform Act of 1995 (UMRA, Pub. L. 104–4) requires Federal agencies to assess the effects of their regulatory actions of State, local, and Tribal governments, or the private sector. Agencies generally must prepare a written statement, including cost benefits analysis, for proposed and final rules with Federal mandates that may result in expenditures of \$100 million or more (adjusted for inflation) in any 1 year for State, local or Tribal governments, in the aggregate, or to the private sector. UMRA generally requires agencies to consider alternatives and adopt the more cost effective or least burdensome alternative that achieves the objectives of the rule. This rulemaking will not compel the expenditure in any one year of \$100 million or more (adjusted for inflation) by State, local, and Tribal governments, in the aggregate, or by the private sector. Therefore, a statement under 2 U.S.C. 1532 is not required.

**Erin Morris,**

*Administrator, Agricultural Marketing Service.*

[FR Doc. 2026–05330 Filed 3–17–26; 8:45 am]

#### BILLING CODE P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2026–2712; Project Identifier AD–2025–00931–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) 2019–20–07, which applies to all The Boeing Company Model 787–8, 787–9, and 787–10 airplanes. AD 2019–20–07 requires repetitive operational checks of the leading edge (LE) outboard (OB) slats and applicable on-condition actions. AD 2019–20–07 also requires revising the airplane flight manual (AFM) to prohibit flap retraction under icing conditions and revising the existing maintenance or inspection program, as applicable, to incorporate a new operation check. Since the FAA issued AD 2019–20–07, the manufacturer developed further actions to address the unsafe condition. This proposed AD would retain all requirements of AD 2019–20–07 and would require replacing the LE outboard geared rotary actuator (GRA) with a LE outboard lockout actuator (LEOLA) at leading edge OB slat locations and revising the existing maintenance or inspection program, as applicable, to incorporate a new certification maintenance requirement (CMR). This proposed AD would also remove airplanes from the applicability. 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 May 4, 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* under Docket No. FAA–2026–2712; 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* under Docket No. FAA–2026–2712.

**FOR FURTHER INFORMATION CONTACT:** Emanuel Chaves Torres, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–5350; email: *emanuel.chaves.torres@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–2026–2712; Project Identifier AD–2025–00931–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 Emanuel Chaves Torres, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–5350; email: *emanuel.chaves.torres@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 2019–20–07, Amendment 39–19760 (84 FR 54765, October 11, 2019) (AD 2019–20–07), for all The Boeing Company Model 787–8, 787–9, and 787–10 airplanes. AD 2019–20–07 was prompted by a determination that the LE OB slat system could be out of position without flight deck annunciation. AD 2019–20–07 requires repetitive operational checks of the LE OB slats and applicable on-condition actions. AD 2019–20–07 also requires revising the AFM to prohibit flap retraction under icing conditions and revising the existing maintenance or inspection program, as applicable, to incorporate a new operation check. The agency issued AD 2019–20–07 to address a potential condition in which the LE OB slat system could be out of position without flight deck annunciation. This condition, if not addressed, could result in insufficient lift, resulting in inability to maintain continued safe flight and landing.

**Actions Since AD 2019–20–07 Was Issued**

The preamble to AD 2019–20–07 specifies that the FAA considers that AD “interim action” and that the FAA may consider further rulemaking. Since the FAA issued AD 2019–20–07, the manufacturer has developed final actions to address the unsafe condition. The FAA has determined that these final actions must be required to address the unsafe condition and that accomplishing the final actions will terminate the requirements of AD 2019–20–07. The manufacturer has also incorporated these final actions on

airplanes in production, which reduces the number of airplanes that would be affected by the unsafe condition.

**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–SB270055–00 RB, Issue 002, dated November 25, 2024. This material specifies procedures for replacing the LE outboard GRA with a LEOLA at leading edge slat 2 and slat 11 outboard locations and revising the operator’s maintenance program to incorporate CMR document item 27–CMR–14, “Functionally check the Leading Edge Power Drive Unit Half System Torque Brake.”

This proposed AD would also require Boeing Alert Requirements Bulletin B787–81205–SB270051–00 RB, Issue 001, dated July 5, 2019, which the Director of the Federal Register approved for incorporation by reference as of October 11, 2019 (84 FR 54765, October 11, 2019).

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 all requirements of AD 2019–20–07. This proposed AD would remove airplanes from the applicability by specifying affected line numbers and require new actions that would terminate the requirements of AD 2019–20–07. 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* under Docket No. FAA–2026–2712.

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect 174 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
Repetitive operational checks (retained actions from AD 2019–20–07).	8 work-hours × \$85 per hour = \$680 per operational check.	\$0	\$680 per operational check.	\$118,320 per operational check.
AFM revision (retained action from AD 2019–20–07).	1 work-hour × \$85 per hour = \$85 .....	0	\$85 .....	\$14,790.
Replacement (new proposed action) ...	9 work-hours × \$85 per hour = \$765	31,610	\$32,375 .....	\$5,633,250.

\* Table does not include estimated costs for revising the existing maintenance or inspection program.

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 agency estimates the average total cost per operator to be \$7,650 (90 work-hours × \$85 per work-hour).

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) 2019–20–07, Amendment 39–19760 (84 FR 54765, October 11, 2019), and
  - b. Adding the following new AD:

**The Boeing Company:** Docket No. FAA–2026–2712; Project Identifier AD–2025–00931–T.

#### (a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by May 4, 2026.

#### (b) Affected ADs

This AD replaces AD 2019–20–07, Amendment 39–19760 (84 FR 54765, October 11, 2019) (AD 2019–20–07).

#### (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–SB270055–00 RB, Issue 002, dated November 25, 2024.

#### (d) Subject

Air Transport Association (ATA) of America Code 27, Flight Controls.

#### (e) Unsafe Condition

This AD was prompted by a determination that the leading edge (LE) outboard (OB) slat system could be out of position without flight deck annunciation. The FAA is issuing this AD to address a potential condition in which the LE OB slat system could be out of position without flight deck annunciation. The unsafe condition, if not addressed, could result in insufficient lift, resulting in inability to maintain continued safe flight and landing.

#### (f) Compliance

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

#### (g) Retained Required Actions, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2019–20–07, with no changes. 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–SB270051–00 RB, Issue 001, dated July 5, 2019, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787–81205–SB270051–00 RB, Issue 001, dated July 5, 2019.

**Note 1 to paragraph (g):** Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787–81205–SB270051–00, Issue 001, dated July 5, 2019, which is referred to in Boeing Alert Requirements Bulletin B787–81205–SB270051–00 RB, Issue 001, dated July 5, 2019.

#### (h) Retained Exception to Service Information Specifications, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2019–20–07, with no changes. For purposes of determining compliance with the requirements of this AD: Where Boeing Alert Requirements Bulletin B787–81205–SB270051–00 RB, Issue 001, dated July 5, 2019, uses the phrase "the Issue 001 date of Requirements Bulletin B787–81205–SB270051–00 RB," this AD requires using "October 11, 2019" (the effective date of AD 2019–20–07).

**(i) Retained Airplane Flight Manual (AFM) Revision To Prohibit Flap Retraction Under Icing Conditions, With No Changes**

This paragraph restates the requirements of paragraph (i) of AD 2019–20–07, with no

changes. Within 60 days after October 11, 2019 (the effective date of AD 2019–20–07), revise the Limitations Section of the existing AFM to include the information in figure 1 to paragraph (i) of this AD. This may be done

by inserting a copy of figure 1 to paragraph (i) of this AD into the Limitations Section of the existing AFM.

**Figure 1 to Paragraph (i): AFM Revision**

**Flap Operation After Landing (Required by AD 2019-20-07)**

In order to prevent failure of the slat drive system after landing, flaps must not be retracted if:

- Operating on the ground with ice, snow, slush, or standing water in icing conditions, or;
- An accumulation of airframe ice is observed or suspected.

Under circumstances where the flight crew deems it necessary to retract the flaps for safety reasons, they must notify maintenance via an approved means.

**(j) Retained Maintenance or Inspection Program Revision To Incorporate a New Operation Check, With No Changes**

This paragraph restates the requirements of paragraph (j) of AD 2019–20–07, with no changes. Within 60 days after October 11,

2019 (the effective date of AD 2019–20–07), revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in figure 2 to paragraph (j) of this AD. This may be done by inserting a copy of figure 2 to paragraph (j) of this AD

into the existing maintenance or inspection program.

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**Figure 2 To Paragraph (j): Maintenance or Inspection Program Revision**

## 1. Cold Weather Maintenance Procedure - Handling

### A. General

- (3) After an airplane lands in icing conditions, do the OPERATION CHECKS - SLAT/FLAP INSPECTION in this task before retracting the slats/flaps.

**NOTE:** Icing conditions exist when OAT (on the ground) or TAT (in-flight only) is 50°F (10°C) or below, and any of the following exist:

- When visible moisture (clouds, fog with visibility of one statute mile (1600 m) or less, rain, snow, sleet, ice crystals, and so on) is present.
- When ice, snow, slush or standing water is present on the taxiways, or runways.

(a) Do this inspection to make sure that contaminants (ice, snow, slush) are not present which can either obstruct retraction of the LE slats or TE flaps, or freeze the slats to the fixed leading edge after retraction.

(b) The type and area of inspection is as follows:

- 1) Do an examination of the entire leading edge slats and trailing edge flaps areas.

### G. Operation Checks

#### (1) SLAT/FLAP INSPECTION

After any landing in icing conditions, do this inspection with the slats/flaps (flaps 25 detent) fully extended (Figure 2):

**WARNING:** MAKE SURE THAT YOU USE THE NECESSARY PRECAUTIONS IF PERSONNEL ARE NEAR THE FLIGHT CONTROL SURFACES. THE FLIGHT CONTROL SURFACES CAN MOVE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

(a) Examine these areas for contaminants (ice, snow, slush):

- 1) Slats/flaps surfaces
- 2) Leading edge contact surfaces  
**NOTE:** "Contact surfaces" refers to the areas of the slat and the fixed wing that will be in contact after slat retraction.
- 3) Slat actuation areas, including exposed areas of the slat track cavity, and slat cove
- 4) Flap tracks, hinges, seals

(b) Remove the contamination that you find.

**Figure 2 to paragraph (j): Maintenance or inspection program revision continued**

- (c) Confirm a contaminant-free condition in these areas immediately prior to retraction of the slats/flaps surfaces.
- 1) Slats/flaps surfaces
  - 2) Leading edge contact surfaces  
**NOTE:** “Contact surfaces” refers to the areas of the slat and the fixed wing that will be in contact after slat retraction.
  - 3) Slat actuation areas, including exposed areas of the slat track cavity, and slat cove
  - 4) Flap tracks, hinges, seals
- (d) When the inspection is complete, do these steps:
- NOTE:** These steps make sure that the leading edge slat system is functional.
- NOTE:** Two persons are necessary to do these steps. One person will move the flap control lever in the flight compartment, and the other will confirm slat position from the ground.
- 1) Do not use Alternate mode to operate the surfaces.  
**NOTE:** The Alternate mode only allows extension of slats to the Middle (sealed) position and not to the Extended (gapped) position.
- WARNING: MAKE SURE THAT YOU USE THE NECESSARY PRECAUTIONS IF PERSONNEL ARE NEAR THE FLIGHT CONTROL SURFACES. THE FLIGHT CONTROL SURFACES CAN MOVE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.**
- 2) Retract the leading edge slats to the full up position (Flaps UP detent).
    - a) Make sure that you visually confirm from the ground that the slats have retracted to the Retracted (up) position.
  - 3) Extend the leading edge slats to the full extend position (Flaps 25 detent).
    - a) Make sure that you visually confirm from the ground that the slats have extended to the Extended (gapped) position.
  - 4) Retract the leading edge slats to the full up position (Flaps UP detent).
    - a) Make sure that you visually confirm from the ground that the slats have retracted to the Retracted (up) position.
- (e) When all of the above steps are completed, the OPERATION CHECKS - SLAT/FLAP INSPECTION is complete.

Figure 2 to paragraph (j): Maintenance or inspection program revision continued

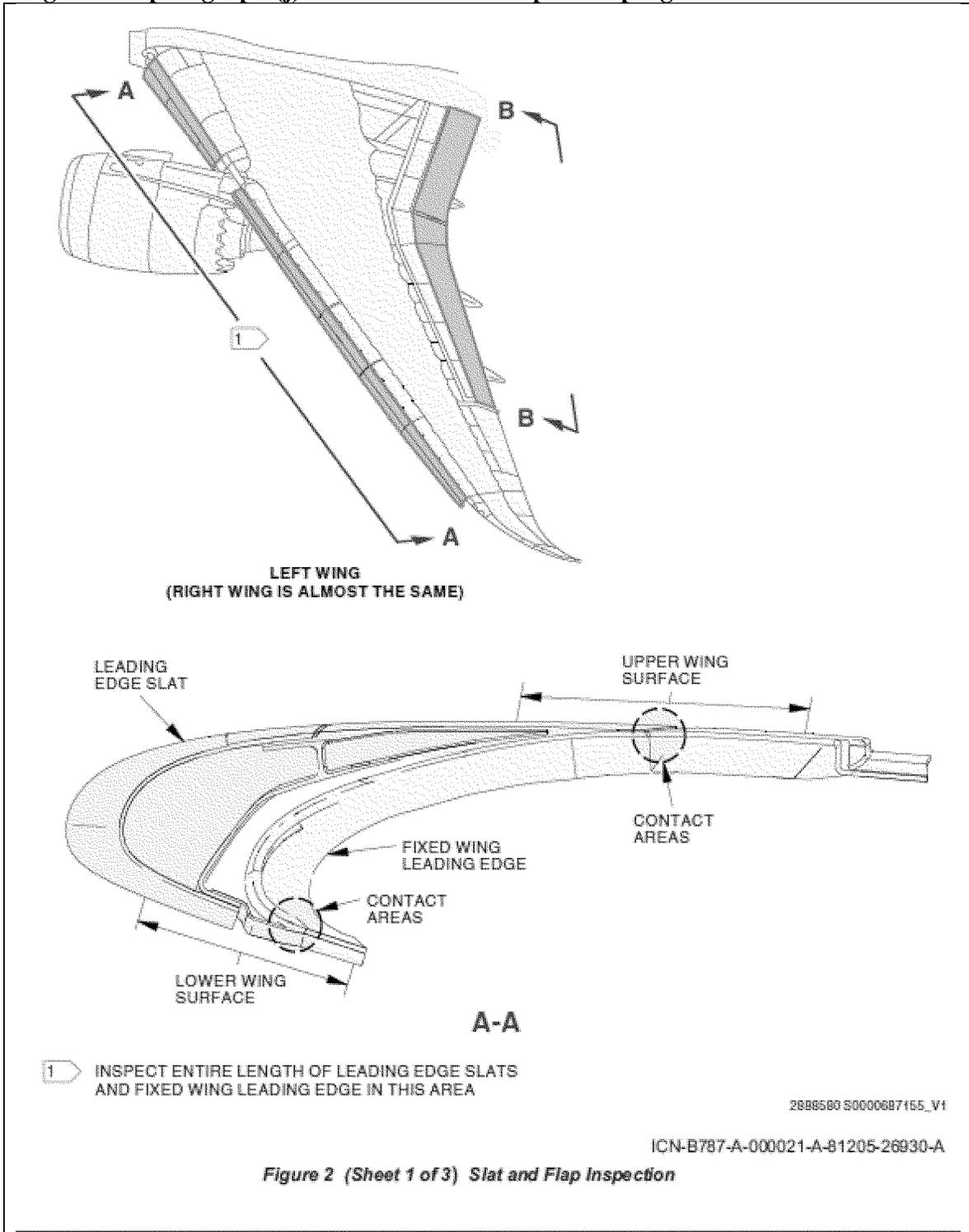
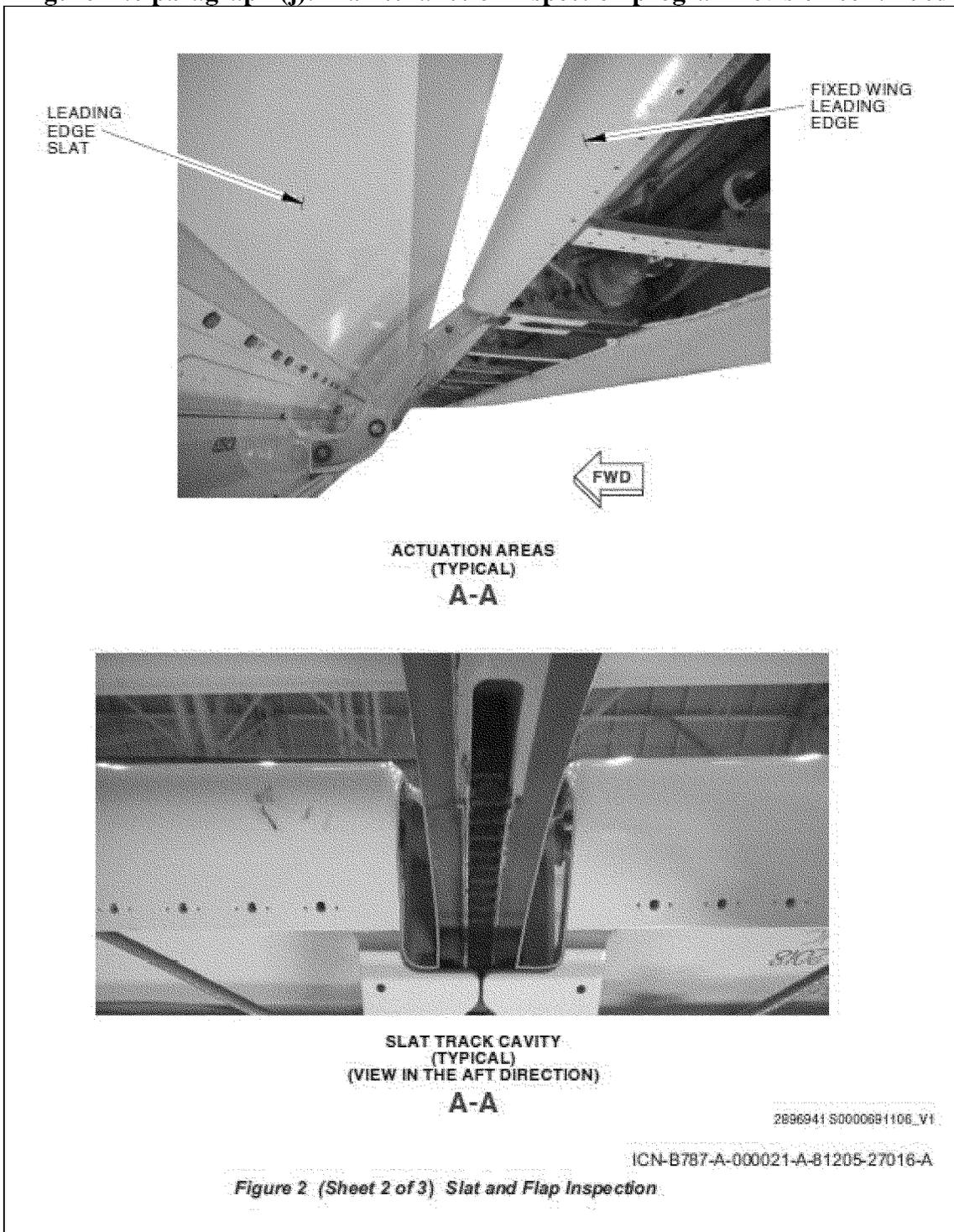
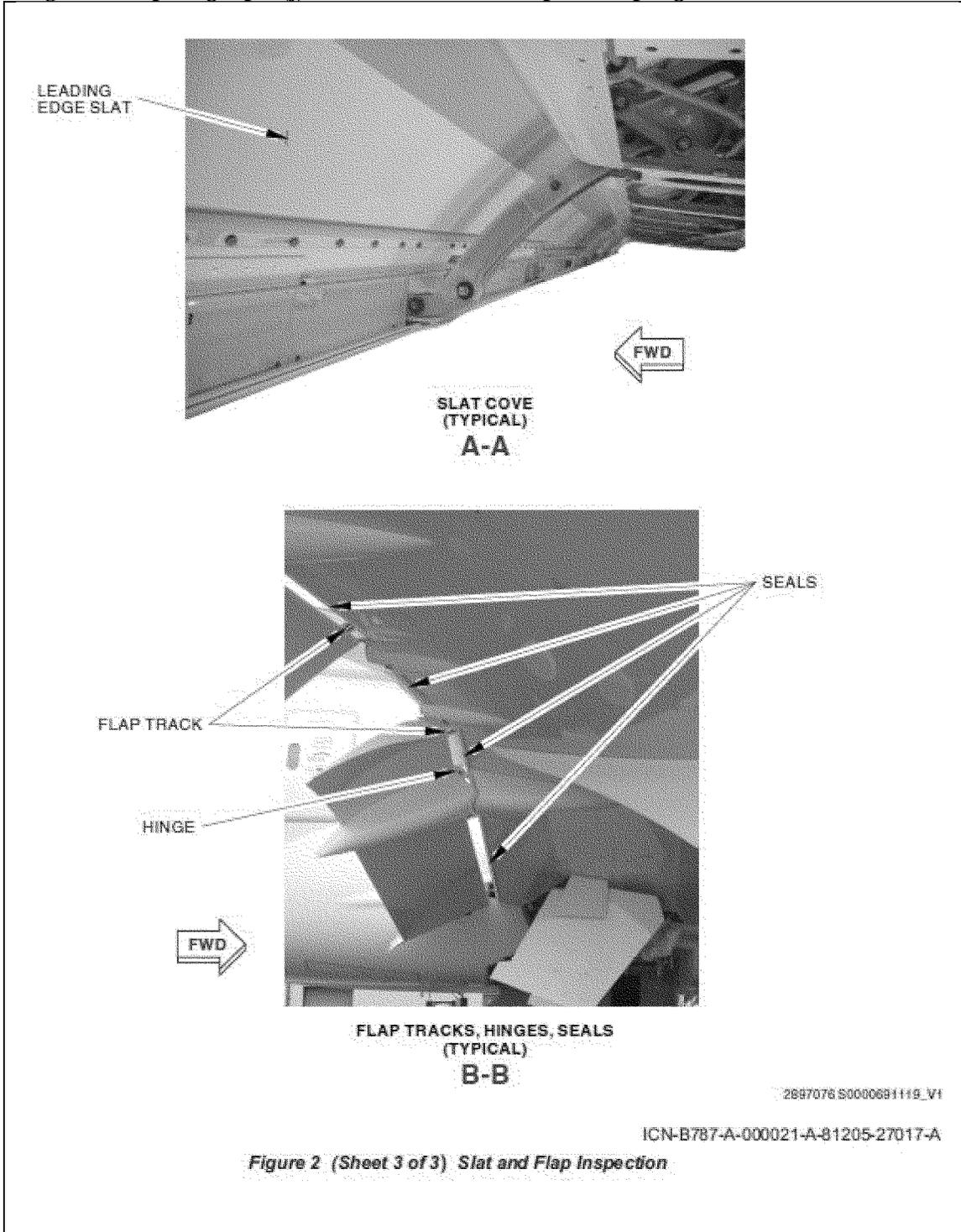


Figure 2 (Sheet 1 of 3) Slat and Flap Inspection

Figure 2 to paragraph (j): Maintenance or inspection program revision continued



**Figure 2 to paragraph (j): Maintenance or inspection program revision continued**



**Figure 2 (Sheet 3 of 3) Slat and Flap Inspection**

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**(k) Retained No Alternative Actions or Intervals, With No Changes**

This paragraph restates the requirements of paragraph (k) of AD 2019-20-07, with no changes. After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (*e.g.*, inspections) or intervals may be used unless the actions or

intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (p) of this AD.

**(l) New Required Actions**

Except as specified by paragraph (i) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin B787-81205-SB270055-00 RB, Issue 002, dated November

25, 2024, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787-81205-SB270055-00 RB, Issue 002, dated November 25, 2024.

**Note 2 to paragraph (l):** Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787-81205-SB270055-00, Issue 002, dated November 25, 2024, which is

referred to in Boeing Alert Requirements Bulletin B787–81205–SB270055–00 RB, Issue 002, dated November 25, 2024.

#### (m) Terminating Action

Accomplishing the actions required by paragraph (l) of this AD terminates the requirements of paragraphs (g), (i), and (j) of this AD for that airplane. After all affected airplanes in an operator's fleet have complied with paragraph (l) of this AD, the AFM revision required by paragraph (i) of this AD may be removed and the maintenance or inspection program revision required by paragraph (j) of this AD may be removed.

#### (n) Exceptions to Requirements Bulletin Specifications

Where the Compliance Time column of the tables in the "Compliance" paragraph of Boeing Alert Requirements Bulletin B787–81205–SB270055–00 RB, Issue 002, dated November 25, 2024, refers to the Issue 001 date of Requirements Bulletin B787–81205–SB270055–00 RB, this AD requires using the effective date of this AD.

#### (o) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (l) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Requirements Bulletin B787–81205–SB270055–00 RB, Issue 001, dated December 12, 2023.

#### (p) 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 (q)(1) of this AD. Information may be emailed to: [AMOC@faa.gov](mailto: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) AMOCs approved for AD 2019–20–07 are approved as AMOCs for the corresponding provisions of paragraphs (g), (i), and (j) of this AD.

#### (q) Additional Information

(1) For more information about this AD, contact Emanuel Chaves Torres, Aviation Safety Engineer, FAA, 2200 South 216th St.,

Des Moines, WA 98198; phone: 562–627–5350; email: [emanuel.chaves.torres@faa.gov](mailto:emanuel.chaves.torres@faa.gov).

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (r)(5) of this AD.

#### (r) 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 this AD specifies otherwise.

(3) The following material was approved for IBR on [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

(i) Boeing Alert Requirements Bulletin B787–81205–SB270055–00 RB, Issue 002, dated November 25, 2024.

(ii) [Reserved]

(4) The following material was approved for IBR on October 11, 2019 (84 FR 54765, October 11, 2019).

(i) Boeing Alert Requirements Bulletin B787–81205–SB270055–00 RB, Issue 001, dated July 5, 2019.

(ii) [Reserved]

(5) 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](http://myboeingfleet.com).

(6) 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.

(7) 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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on March 12, 2026.

**Lona C. Saccomando,**

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

[FR Doc. 2026–05327 Filed 3–17–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### Food and Drug Administration

#### 21 CFR Part 892

[Docket No. FDA–2025–N–5996]

RIN 0910–AI93

#### Medical Devices; Radiology Devices; Classification of Blood Irradiators

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Proposed rule.

**SUMMARY:** The Food and Drug Administration (FDA) is proposing to classify blood irradiator devices (product code MOT), unclassified preamendment devices, as follows: blood irradiator devices intended to prevent transfusion-associated graft-versus-host disease into class II (special controls) with premarket notification and blood irradiator devices intended to prevent metastasis into class III (premarket approval) to provide a reasonable assurance of safety and effectiveness of these devices. Elsewhere in this issue of the **Federal Register**, FDA is issuing a proposed order proposing to require the filing of a premarket approval application for blood irradiator devices intended to prevent metastasis.

**DATES:** Either electronic or written comments on the proposed rule must be submitted by May 18, 2026.

**ADDRESSES:** You may submit comments as follows. Please note that late, untimely filed comments will not be considered. The <https://www.regulations.gov> electronic filing system will accept comments until 11:59 p.m. Eastern Time at the end of May 18, 2026. Comments received by mail/hand delivery/courier (for written/paper submissions) will be considered timely if they are received on or before that date.

#### Electronic Submissions

Submit electronic comments in the following way:

- **Federal eRulemaking Portal:** <https://www.regulations.gov>. Follow the instructions for submitting comments. Comments submitted electronically, including attachments, to <https://www.regulations.gov> will be posted to the docket unchanged. Because your comment will be made public, you are solely responsible for ensuring that your comment does not include any confidential information that you or a third party may not wish to be posted, such as medical information, your or anyone else's Social Security number, or confidential business information, such as a manufacturing process. Please note that if you include your name, contact information, or other information that identifies you in the body of your comments, that information will be posted on <https://www.regulations.gov>.

- If you want to submit a comment with confidential information that you do not wish to be made available to the public, submit the comment as a written/paper submission and in the manner detailed (see "Written/Paper Submissions" and "Instructions").