

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 27

[Docket No. FAA-2026-1585; Notice No. 27-26-02-SC]

Special Conditions: Skyrise, Robinson Helicopter Company Model R66 Helicopter; Control Margin Awareness

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed special conditions; correction.

SUMMARY: The FAA published a document in the **Federal Register** on August 28, 2026, issuing a notice of proposed special conditions for the Robinson Helicopter Company Model R66 helicopter modified by Skyrise with a digital fly-by-wire system. The document references an incorrect notice number and contains three other typographical errors. This document corrects the notice of proposed special conditions.

DATES: This correction is effective on September 21, 2026.

FOR FURTHER INFORMATION CONTACT: Johannes vanHoudt, Product Policy Management, AIR-62B, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service, Federal Aviation Administration, 1100 Main St., Kansas City, MO 64105; telephone (816) 329-4144; email john.g.van.houdt@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

On August 26, 2026, the FAA issued a notice of proposed special conditions for the Robinson Helicopter Company Model R66 helicopter, which published in the **Federal Register** on August 28, 2026 (91 FR 55501).

The original notice of proposed special conditions used an incorrect notice number and contained minor typographical errors listed in the Correction section below.

Correction

In the **Federal Register** of August 28, 2026 (91 FR 55501), make the following corrections:

1. On page 55501, in the third column, in the document heading, correct “[Docket No. FAA-2026-1585; Notice No. XX-XX-XX-SC]” to read “[Docket No. FAA-2026-1585; Notice No. 27-26-02-SC]”.
2. On page 55502, in the first column, in the **FOR FURTHER INFORMATION CONTACT** section, correct “901 Locus St., Kansas City, MO 64106; telephone (819) 329-4144;” to read “1100 Main St., Kansas City, MO 64105; telephone (816) 329-4144;”.
3. On page 55502, in the second column, in the Background section, correct “fight control” to read “flight control”.
4. On page 55503, in the first column, in the Novel or Unusual Design Features section, correct “fully” to read “full”, and correct “tactical” to read “tactile”.

Issued in Fort Worth, Texas, on September 16, 2026.

Jorge R. Castillo,

Manager, Technical Policy Branch, Policy and Standards Division, Aircraft Certification Service.

[FR Doc. 2026-19228 Filed 9-18-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-8811; Project Identifier AD-2025-01891-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 737-8, 737-9, and 737-8200 airplanes. This proposed AD was prompted by a report that bearings in the elevator buss assembly could have been installed incorrectly (including being installed without the application of sealant) during production. This proposed AD

would require detailed inspections of the elevator buss assembly bearings and bearing housings for any crack and indication of sealant application, and applicable on-condition actions. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by November 5, 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-2026-8811; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Boeing material identified in this proposed AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; website myboeingfleet.com.

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-8811.

FOR FURTHER INFORMATION CONTACT: Raymond Vital, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3521; email: Raymond.J.Vital@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–2026–8811; Project Identifier AD–2025–01891–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 Raymond Vital, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3521; email: *Raymond.J.Vital@faa.gov*. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The FAA has received a report indicating that bearings in the elevator buss assembly could have been installed incorrectly (including being installed without the application of sealant) during production. The elevator buss assembly is part of the elevator controls system and assists in the movement of the control columns. Improper installation of bearings could lead to cracking in the elevator buss assembly bearings and bearing housings, which could lead to premature failure of the elevator buss assembly crank arms. This condition, if not addressed, could impact elevator pitch control and affect continued safe flight and landing of the airplane.

FAA’s Determination

The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Boeing Alert Requirements Bulletin 737–27A1331

RB, dated December 17, 2025. This material specifies procedures for a detailed inspection of the elevator buss assembly bearings and bearing housings for any crack and indication of sealant application, and applicable on-condition actions. On-condition actions include doing a push-out load test of the elevator buss assembly bearings having part numbers (P/N) BACB10HY08CNJP, BACB10HY10CNJP, and BACB10JG12AZJ03G; and, depending on findings, replacing the elevator buss assembly with a new or serviceable elevator buss assembly, replacing any affected bearing with a new bearing, and repairing the elevator buss assembly at an affected location and doing a push-out load test of the elevator buss assembly bearings at all unaffected bearing locations.

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–2026–8811.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 95 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
Inspect bearings	23 work-hours × \$85 per hour = \$1,955	\$0	\$1,955	\$185,725

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

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

number of aircraft that might need these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Push-out load test	1 work-hour × \$85 per hour = \$85	\$0	\$85
Replace bearing, P/N BACB10HY08CNJP	3 work-hours × \$85 per hour = \$255 per bearing	\$850 per bearing	1,105
Replace bearing, P/N BACB10HY10CNJP	3 work-hours × \$85 per hour = \$255 per bearing	\$915 per bearing	1,170
Replace bearing, P/N BACB10JG12AZJ03G	3 work-hours × \$85 per hour = \$255 per bearing	\$1,554 per bearing ..	1,809
Replace elevator buss assembly	3 work-hours × \$85 per hour = \$255	\$98,241	98,496

* The FAA has received no definitive data on which to base the cost estimates for some of the on-condition repairs specified in this 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 adding the following new airworthiness directive:

The Boeing Company: Docket No. FAA–2026–8811; Project Identifier AD–2025–01891–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by November 5, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737–8, 737–9, and 737–8200 airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 737–27A1331 RB, dated December 17, 2025.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that bearings in the elevator buss assembly could have been installed incorrectly (including being installed without the application of sealant) during production. The FAA is issuing this AD to address premature failure of the elevator buss assembly crank arms, cracking in the elevator buss assembly bearings, and bearing housings missing sealant. The unsafe condition, if not addressed, could impact elevator pitch control and affect continued safe flight and landing 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 737–27A1331 RB, dated December 17, 2025, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737–27A1331 RB, dated December 17, 2025.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737–27A1331, dated December 17, 2025, which is referred to in Boeing Alert Requirements Bulletin 737–27A1331 RB, dated December 17, 2025.

(h) Exceptions to Requirements Bulletin Specifications

Where the Compliance Time column of the table in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 737–27A1331 RB, dated December 17, 2025, refers to the original issue date of Requirements Bulletin 737–27A1331 RB, this AD requires using the effective date 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.

(j) Additional Information

(1) For more information about this AD, contact Raymond Vital, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3521; email: Raymond.J.Vital@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 737–27A1331 RB, dated December 17, 2025.

(ii) [Reserved]

(3) For Boeing material identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110–SK57, Seal Beach, CA 90740–5600; telephone 562–797–1717; website myboeingfleet.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195.

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

Issued on September 14, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–19255 Filed 9–18–26; 8:45 am]

BILLING CODE 4910–13–P

COMMODITY FUTURES TRADING COMMISSION

17 CFR Part 146

RIN 3038–AF26

Privacy Act Regulations

AGENCY: Commodity Futures Trading Commission.

ACTION: Reopening of comment period.

SUMMARY: On May 6, 2026, the Commodity Futures Trading Commission published in the **Federal Register** a notice of proposed rulemaking (“NPRM”), titled Privacy Act Regulations, to amend its Privacy Act regulations to exempt the CFTC–59 Insider Risk Program Records System of Records from certain provisions of the Privacy Act. The comment period for the Proposed Rule closed on June 5, 2026. The Commission is reopening the comment period for this NPRM for an additional ten days.

DATES: The comment period for the proposed rule published May 6, 2026, at 91 FR 24377, is reopened. Comments must be received on or before October 1, 2026.

ADDRESSES: You may submit comments identified as pertaining to “Privacy Act Exemption—CFTC–59” by any of the following methods:

- **Regulations.gov:** Go to <https://www.regulations.gov> and press the “Search” button, then proceed as follows:

1. Under Refine Documents Results—check the box to “Only show documents open for comment”;
2. Under Agency—select “See More” and check the box for “Commodity Futures Trading Commission,” then press the Apply button;
3. Identify this proposal in the list of CFTC documents open for comment, press the “Comment” button to open the submission form, and follow the instructions on the form.

Alternatively, if you are viewing this proposal on www.federalregister.gov,

click the “Submit A Public Comment” button at the top of the page to open the comment form. Follow the instructions on the form to submit your comment to Regulations.gov.

- **Mail:** Send to—Christopher Kirkpatrick, Secretary of the Commission, Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street NW, Washington, DC 20581.

- **Hand Delivery/Courier:** Address to—CFTC Comment Submission, Attn: Christopher Kirkpatrick, Secretary of the Commission, Commodity Futures Trading Commission, Three Lafayette Centre, 1155 21st Street NW, Washington, DC 20581.

Please submit your comments using only one of these methods. To avoid possible delays with mail or in-person deliveries, submissions through Regulations.gov are encouraged.

All comments must be submitted in English or, if not, accompanied by an English translation. Do not include in your comment text or attachments any personal identifying information or business information that you do not want published online. Comments (regardless of submission method) will be published without review for, and without removal of, any personal identifying information or information your business may consider confidential.

If you wish to submit confidential information for the Commission’s consideration, please contact the CFTC personnel listed in this Notice under **FOR FURTHER INFORMATION CONTACT** before making any submission. Please also carefully review the Commission’s procedures in 17 CFR 145.9 for requesting confidential treatment under the Freedom of Information Act (FOIA) of information submitted to the Commission.

The CFTC reserves the right, but shall have no obligation, to review, pre-screen, filter, or redact all or any part of your comment submission. The CFTC also reserves the right, without further notification, to refuse to publish or to remove from public view all or any part of your submission to the extent it contains content inappropriate for publication in a comment file, such as—without limitation—obscene language, threats of violence, solicitations for commercial sales or illegal activity, or obvious spam. If a submission that is refused for or withdrawn from publication because of inappropriate content also contains comments on the merits of this proposal, such submission will be retained in the record for the matter and will be considered as required under the Administrative

Procedure Act and other applicable laws, and may be accessible under the FOIA.

FOR FURTHER INFORMATION CONTACT:

Kellie Cosgrove Riley, Chief Privacy Officer, privacy@cftc.gov, (202) 418–5610, Office of the General Counsel, Commodity Futures Trading Commission, 1155 21st Street NW, Washington, DC 20581.

SUPPLEMENTARY INFORMATION: On May 6, 2026, the Commission published a notice of proposed rulemaking to amend its Privacy Act regulations to exempt the CFTC–59 Insider Risk Program Records System of Records (CFTC–59) from certain provisions of the Privacy Act. 5 U.S.C. 552a. Records in CFTC–59 are collected to detect, deter, and mitigate the unauthorized disclosure of information by an insider and to protect individuals, facilities, information, equipment, networks, and systems from insider risks. The Commission proposed to exempt this system of records from certain provisions of the system Privacy Act because the records are compiled to investigate actual or potential insider risks and must be protected from disclosure in order to maintain the integrity of the investigative process. Specifically, the Commission proposed to exempt CFTC–59, pursuant to subsection (k)(2) of the Privacy Act, and subject to the requirements and limitations set forth therein, from the following provisions of the Privacy Act: 5 U.S.C. 552a(c)(3); (d)(1), (2), (3), and (4); (e)(1); (e)(4)(G), (H), and (I); and (f). The comment period for the NPRM closed on June 5, 2026.

Subsequent to the closing of the comment period, the Commission discovered that a technical error resulted in the NPRM being unavailable, and potential commenters being unable to submit comments, at Regulations.gov for approximately ten days at the end of the comment period. The Commission is reopening the comment period for an additional ten days to allow interested persons to submit their comments.

Issued in Washington, DC, on September 17, 2026, by the Commission.

Robert Sidman,

Deputy Secretary of the Commission.

Note: The following appendix will not appear in the Code of Federal Regulations.

Appendix to Privacy Act Regulations—Commission Voting Summary

On this matter, Chairman Selig voted in the affirmative. No Commissioner voted in the negative.

[FR Doc. 2026–19290 Filed 9–18–26; 8:45 am]

BILLING CODE 6351–01–P