

### III. Backfitting, Forward Fitting, and Issue Finality

If finalized, the NRC staff may use RG 1.256 as a reference in its regulatory processes, such as licensing, inspection, or enforcement. However, the NRC staff does not intend to use the proposed guidance in RG 1.256 to support NRC staff actions in a manner that would constitute backfitting as that term is defined in 10 CFR 50.109, “Backfitting,” and as described in NRC Management Directive (MD) 8.4, “Management of Backfitting, Forward Fitting, Issue Finality, and Information Requests,” (ADAMS Accession No. ML18093B087); nor does the NRC staff intend to use the proposed guidance to affect the issue finality of an approval under 10 CFR part 52, “Licenses, Certifications, and Approvals for Nuclear Power Plants.” The staff also does not intend to use the proposed guidance to support NRC staff actions in a manner that constitutes forward fitting as that term is defined and described in MD 8.4. If a licensee believes that the NRC is using this proposed RG in a manner inconsistent with the discussion in this Implementation section, then the licensee may file a backfitting or forward fitting appeal with the NRC in accordance with the process in MD 8.4.

### IV. Submitting Suggestions for Improvement of Regulatory Guides

A member of the public may, at any time, submit suggestions to the NRC for improvement of existing RGs or for the development of new RGs. Suggestions can be submitted on the NRC’s public website at <https://www.nrc.gov/reading-rm/doc-collections/reg-guides/contactus.html>. Suggestions will be considered in future updates and enhancements to the “Regulatory Guide” series.

Dated: July 10, 2024.

For the Nuclear Regulatory Commission.

#### Meraj Rahimi,

Chief, Regulatory Guide and Programs Management Branch, Division of Engineering, Office of Nuclear Regulatory Research.

[FR Doc. 2024-15479 Filed 7-12-24; 8:45 am]

BILLING CODE 7590-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2024-1884; Project Identifier AD-2023-00948-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) 2023-08-04, which applies to certain The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. AD 2023-08-04 requires a detailed visual inspection of all door 1 and door 3 lavatory and galley potable water systems for any missing or incorrectly installed clamshell couplings, and applicable on-condition actions. Since the FAA issued AD 2023-08-04, Boeing has discovered that some couplings did not have the required safety strap and has developed a design solution that replaces the couplings with couplings that have safety straps to address the unsafe condition. This proposed AD would retain the requirements of AD 2023-08-04 and require a detailed inspection of all clamshell couplings for the presence and correct installation of safety straps at door 1 and door 3 lavatories and galleys with a potable water system, and applicable on-condition actions. The AD would also prohibit the installation of affected parts at inspection locations and remove Model 787-10 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 August 29, 2024.

**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-2024-1884; 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 NPRM, 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](https://www.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) by searching for and locating Docket No. FAA-2024-1884.

#### FOR FURTHER INFORMATION CONTACT:

Brandon Lucero, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3569; email: [Brandon.Lucero@faa.gov](mailto:Brandon.Lucero@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 to an address listed under **ADDRESSES**. Include “Docket No. FAA-2024-1884; Project Identifier AD-2023-00948-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](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 Brandon Lucero, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3569; email: [Brandon.Lucero@faa.gov](mailto:Brandon.Lucero@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 2023-08-04, Amendment 39-22419 (88 FR 33823, May 25, 2023) (AD 2023-08-04), for certain The Boeing Company Model 787-8, 787-9, and 787-10 airplanes. AD 2023-08-04 was prompted by reports of a loss of water pressure during flight and water leaks that affected multiple pieces of electronic equipment. AD 2023-08-04 requires a detailed visual inspection of all door 1 and door 3 lavatory and galley potable water systems for any missing or incorrectly installed clamshell couplings, and applicable on-condition actions. The agency issued AD 2023-08-04 to address incorrectly installed or missing lavatory and galley clamshell couplings that could lead to water leaks and water migration to critical flight equipment,

which may affect the continued safe flight and landing of the airplane.

**Actions Since AD 2023-08-04 Was Issued**

The FAA issued AD 2023-08-04 as an interim action and indicated that the FAA might consider additional rulemaking. AD 2023-08-04 requires an inspection of the potable water clamshell couplings, regardless of the safety-strap configuration. Boeing has determined that some clamshell couplings do not have the required safety straps and has since developed procedures to ensure that affected clamshell couplings have correctly installed safety straps. The FAA has now determined that further rulemaking is necessary, and this proposed AD follows from that determination.

Model 787-10 airplanes, which are all delivered with the safety-strap coupling, are no longer subject to the unsafe condition, and do not need the new proposed inspections. Therefore, those airplanes are not included in the applicability.

The FAA is proposing this AD to prevent a loss of water pressure during flight and water leaks that can affect multiple pieces of electronic equipment. The unsafe condition, if not addressed, could lead to water migration to critical flight equipment, which may affect the 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.

**Related Material Under 1 CFR Part 51**

The FAA reviewed Boeing Alert Requirements Bulletin B787-81205-SB250299-00 RB, Issue 001, dated July 31, 2023. This material specifies procedures for a detailed inspection for

the presence and correct installation of safety straps at the clamshell couplings at door 1 and door 3 lavatories and galleys with a potable water system. The material also specifies applicable on-condition actions including correcting the installation of the safety strap, replacing any clamshell coupling that does not have a strap with a new clamshell coupling that has a safety strap, and performing a water leak test.

This proposed AD would also require Boeing Alert Requirements Bulletin B787-81205-SB380021-00 RB, Issue 001, dated August 12, 2022, which the Director of the Federal Register approved for incorporation by reference as of June 29, 2023 (88 FR 33823, May 25, 2023).

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 ADDRESSES.

**Proposed AD Requirements in This NPRM**

This proposed AD would retain all of the requirements of AD 2023-08-04. 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. This proposed AD would also prohibit the installation of affected parts at inspection locations and remove Model 787-10 airplanes from the applicability. For information on the procedures and compliance times, see this material at regulations.gov under Docket No. FAA-2024-1884.

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect 165 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
Clamshell coupling inspection, per lavatory or galley (retained actions from AD 2023-08-04).	1 work-hour × \$85 per hour = \$85.	\$0	\$85 .....	\$14,025
Safety strap inspection, per lavatory/galley (new proposed action).	2 work-hours × \$85 per hour = \$170, per lavatory/galley.	0	\$170, per lavatory/galley .....	28,050

The FAA estimates the following costs to do any necessary on-condition actions 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 actions:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Correct installation for clamshell coupling with safety strap that was installed incorrectly.	0.25 work-hour × \$85 per hour = \$21.25.	\$0	\$21.25
Install clamshell coupling 14C34–08C .....	0.25 work-hour × 85 per hour = 21.25	267	288.25
Install clamshell coupling 14C33–08 .....	0.25 work-hour × 85 per hour = 21.25	47	68.25
Leak test .....	0.5 work-hour × 85 per hour = 42.50 ..	0	42.50

**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) 2023–08–04, Amendment 39–22419 (88 FR 33823, May 25, 2023), and
- b. Adding the following new AD:

**The Boeing Company:** Docket No. FAA–2024–1884; Project Identifier AD–2023–00948–T.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by August 29, 2024.

**(b) Affected ADs**

This AD replaces AD 2023–08–04, Amendment 39–22419 (88 FR 33823, May 25, 2023) (AD 2023–08–04).

**(c) Applicability**

This AD applies to The Boeing Company Model 787–8 and 787–9 airplanes, certificated in any category, as specified in Boeing Alert Requirements Bulletin B787–81205–SB380021–00 RB, Issue 001, dated August 12, 2022.

**(d) Subject**

Air Transport Association (ATA) of America Code 38, Water/waste.

**(e) Unsafe Condition**

This AD was prompted by reports of a loss of water pressure during flight and water leaks that affected multiple pieces of electronic equipment. The FAA is issuing this AD to prevent a loss of water pressure during flight and water leaks that can affect multiple pieces of electronic equipment. The unsafe condition, if not addressed, could lead to water leaks and water migration to critical flight equipment, which may affect the continued safe flight and landing of the airplane.

**(f) Compliance**

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

**(g) Retained Clamshell Coupling Inspection, With No Changes**

This paragraph restates the requirements of paragraph (g) of AD 2023–08–04, 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–SB380021–00 RB, Issue 001, dated August 12, 2022, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787–81205–SB380021–00 RB, Issue 001, dated August 12, 2022.

**Note 1 to paragraph (g):** Guidance for accomplishing the actions required by paragraph (g) of this AD can be found in Boeing Alert Service Bulletin B787–81205–SB380021–00, Issue 001, dated August 12, 2022, which is referred to in Boeing Alert Requirements Bulletin B787–81205–SB380021–00 RB, Issue 001, dated August 12, 2022.

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

This paragraph restates the exceptions of paragraph (h) of AD 2023–08–04, with no changes. Where the Compliance Time columns of the table in the “Compliance” paragraph of Boeing Alert Requirements Bulletin B787–81205–SB380021–00 RB, Issue 001, dated August 12, 2022, refer to the Issue 001 date of Requirements Bulletin B787–81205–SB380021–00 RB, this AD requires using June 29, 2023 (the effective date of AD 2023–08–04).

**(i) Retained Credit for Previous Actions, With No Changes**

This paragraph restates paragraph (i) of AD 2023–08–04, with no changes. This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before June 29, 2023 (the effective date of AD 2023–08–04), using Multi Operator Message MOM–MOM–21–0554–01B, dated December 14, 2021 (for lavatory inspections); and MOM–MOM–22–0229–01B, dated April 29, 2022 (for galley inspections).

**(j) New Required Actions**

For airplanes identified in Boeing Alert Requirements Bulletin B787–81205–SB250299–00 RB, Issue 001, dated July 31, 2023: Except as specified by paragraph (k) of this AD, at the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin B787–81205–SB250299–00 RB, Issue 001, dated July 31, 2023, do all applicable actions identified in,

and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787–81205–SB250299–00 RB, Issue 001, dated July 31, 2023.

**Note 2 to paragraph (j):** Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787–81205–SB250299–00, Issue 001, dated July 31, 2023, which is referred to in Boeing Alert Requirements Bulletin B787–81205–SB250299–00 RB, Issue 001, dated July 31, 2023.

**(k) New Exception to Service Information Specifications**

Where the Compliance Time columns of the tables in the “Compliance” paragraph of Boeing Alert Requirements Bulletin B787–81205–SB250299–00 RB, Issue 001, dated July 31, 2023, use the phrase “the Issue 001 date of Requirements Bulletin B787–81205–SB250299–00 RB,” this AD requires using the effective date of this AD.

**(l) Terminating Action for Clamshell Coupling Inspection**

For the airplanes identified in Boeing Alert Requirements Bulletin B787–81205–SB250299–00 RB, Issue 001, dated July 31, 2023: Accomplishment of the actions required by paragraph (j) of this AD terminates the requirements of paragraph (g) of this AD.

**(m) Parts Installation Prohibition**

As of the effective date of this AD, no person may install a clamshell coupling, part number (P/N) 14C02–08C or P/N AS1655A08, at inspection locations where P/N 14C02–08C or P/N AS1655A08 was replaced with P/N 14C34–08C or P/N 14C33–08 on any airplane in accordance with Boeing Alert Requirements Bulletin B787–81205–SB250299–00 RB, Issue 001, dated July 31, 2023.

**(n) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, AIR–520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (o)(1) of this AD. Information may be emailed to: [AMOC@faa.gov](mailto:AMOC@faa.gov).

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(3) 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.

(4) AMOCs approved for AD 2023–08–04 are approved as AMOCs for the corresponding provisions of Boeing Alert Requirements Bulletin B787–81205–SB380021–00 RB, Issue 001, dated August 12, 2022, that are required by paragraph (g) of this AD.

**(o) Related Information**

(1) For more information about this AD, contact Brandon Lucero, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206–231–3569; email: [Brandon.Lucero@faa.gov](mailto:Brandon.Lucero@faa.gov).

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

**(p) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information 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–SB250299–00 RB, Issue 001, dated July 31, 2023.

(ii) [Reserved]

(4) The following material was approved for IBR on June 29, 2023 (88 FR 33823, May 25, 2023).

(i) Boeing Alert Requirements Bulletin B787–81205–SB380021–00 RB, Issue 001, dated August 12, 2022.

(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 July 2, 2024.

**Suzanne Masterson,**

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

[FR Doc. 2024–15235 Filed 7–12–24; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. FAA–2024–1689; Project Identifier AD–2024–00109–T]

RIN 2120–AA64

**Airworthiness Directives; The Boeing Company Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Proposed rule; correction.

**SUMMARY:** The FAA is correcting a notice of proposed rulemaking (NPRM) that was published in the **Federal Register**. The NPRM proposed to issue an airworthiness directive (AD) that would apply to all The Boeing Company Model 767–200, –300, and –300F series airplanes. As published, the docket number referenced throughout the NPRM is incorrect. This document corrects that error. In all other respects, the original document remains the same; however, for clarity, the FAA is publishing the entire proposed rule in the **Federal Register**.

**DATES:** The last date for submitting comments on the NPRM (89 FR 51856, June 20, 2024) remains August 5, 2024.

**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](http://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](http://regulations.gov) under Docket No. FAA–2024–1689; 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 “proposed rule; correction,” the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

*Material Incorporated by Reference:*

- For service information, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC