

statement of any adverse effects on energy supply, distribution, or use should the proposal be implemented, and of reasonable alternatives to the action and their expected benefits on energy supply, distribution, and use. This rule amends a factor used to calculate CAFE compliance and is not expected to have a significant adverse effect on the supply, distribution, or use of energy. Additionally, OIRA has not designated this rule as a significant energy action. Accordingly, the requirements of E.O. 13211 do not apply.

L. Congressional Notification

As required by 5 U.S.C. 801, DOE will report to Congress on the promulgation of this rule prior to its effective date. The report will state that the Office of Information and Regulatory Affairs has determined that this rule meets the criteria set forth in 5 U.S.C. 804(2).

VII. Approval of the Office of the Secretary

The Secretary of Energy has approved publication of this final rule.

List of Subjects in 10 CFR Part 474

Corporate average fuel economy, Electric (motor) vehicle, Electric power, Energy conservation, Fuel economy, Motor vehicles, Research.

Signing Authority

This document of the Department of Energy was signed on February 16, 2026, by Audrey Robertson, Assistant Secretary for Energy (EERE), Office of Critical Minerals and Energy Innovation, pursuant to delegated authority from the Secretary of Energy. That document with the original signature and date is maintained by DOE. For administrative purposes only, and in compliance with requirements of the Office of the Federal Register, the undersigned DOE Federal Register Liaison Officer has been authorized to sign and submit the document in electronic format for publication, as an official document of the Department of Energy. This administrative process in no way alters the legal effect of this document upon publication in the **Federal Register**.

Signed in Washington, DC, on February 17, 2026.

Jennifer Hartzell,

*Alternate Federal Register Liaison Officer,
U.S. Department of Energy.*

For the reasons stated in the preamble, DOE amends part 474 of

Chapter II of Title 10 of the Code of Federal Regulations as set forth below:

PART 474—ELECTRIC AND HYBRID VEHICLE RESEARCH, DEVELOPMENT, AND DEMONSTRATION PROGRAM; PETROLEUM-EQUIVALENT FUEL ECONOMY CALCULATION

■ 1. The authority citation for part 474 continues to read as follows:

Authority: 49 U.S.C. 32901 *et seq.*

§ 474.3 [Amended]

■ 2. Amend § 474.3 as follows:

■ a. In (b)(1), by removing “82,049” and adding “12,307” in its place.

■ b. In (b)(2), by removing “73,844” and adding “11,706” in its place.

■ 3. Revise appendix A to part 474 to read as follows:

Appendix A to Part 474—Sample Petroleum-Equivalent Fuel Economy Calculations

Example 1: An electric vehicle is tested in accordance with Environmental Protection Agency procedures and is found to have an Urban Dynamometer Driving Schedule energy consumption value of 265 Watt-hours per mile and a Highway Fuel Economy Driving Schedule energy consumption value of 220 Watt-hours per mile. The vehicle is not equipped with any petroleum-powered accessories. The combined electrical energy consumption value is determined by averaging the Urban Dynamometer Driving Schedule energy consumption value and the Highway Fuel Economy Driving Schedule energy consumption value using weighting factors of 55 percent urban, and 45 percent highway:

combined electrical energy consumption value = (0.55 * urban) + (0.45 * highway)
= (0.55 * 265) + (0.45 * 220) = 244.75 Wh/mile

Since the vehicle does not have any petroleum-powered accessories installed, the value of the petroleum equivalency factor is 12,307 Watt-hours per gallon, and the petroleum-equivalent fuel economy is:

$$\frac{12,307 \frac{Wh}{gal}}{244.75 \frac{Wh}{mile}} = 50.28 \text{ mpg}$$

Example 2: The vehicle from Example 1 is equipped with an optional diesel-fired cabin heater/defroster. For the purposes of this example, it is assumed that the electrical efficiency of the vehicle is unaffected.

Since the vehicle has a petroleum-powered accessory installed, the value of the petroleum equivalency factor is 11,706 Watt-hours per gallon, and the petroleum-equivalent fuel economy is:

$$\frac{11,706 \frac{Wh}{gal}}{244.75 \frac{Wh}{mile}} = 45.26 \text{ mpg}$$

[FR Doc. 2026-03300 Filed 2-18-26; 8:45 am]

BILLING CODE 6450-01-P

FARM CREDIT ADMINISTRATION

12 CFR Part 618

RIN 3052-AD65

General Provisions

AGENCY: Farm Credit Administration.

ACTION: Final rule.

SUMMARY: The Farm Credit Administration (FCA, we, us or our) is issuing a final rule amending FCA’s business planning requirements to comply with Executive Order 14219.

DATES: The regulation will become effective 30 days after publication in the **Federal Register** during which either or both houses of Congress are in session. Pursuant to 12 U.S.C. 2252(c)(1), FCA will publish notification of the effective date in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT:

Technical information: Darius Hale, Senior Policy Analyst, Office of Regulatory Policy, (703) 883-4165, TTY (703) 883-4056.

Legal information: Jennifer Cohn, Assistant General Counsel, Office of General Counsel, (703) 883-4020, TTY (703) 883-4056.

SUPPLEMENTARY INFORMATION:

I. Background

On February 19, 2025, Executive Order (E.O.) 14219, “Ensuring Lawful Governance and Implementing the President’s ‘Department of Government Efficiency’ Deregulatory Initiative,” was signed by President Trump. The E.O. directed agencies to review all regulations for consistency with law and Administration policy. The E.O. specified seven classes of regulations that agencies, in consultation with the Office of Information and Regulatory Affairs (OIRA), were required to rescind or modify.

FCA reviewed its regulations pursuant to E.O. 14219. Following the conclusion of our review, FCA identified several provisions in one regulation that meet one of the classes of regulations listed in E.O. 14219. The table below summarizes our review of our regulations:

Classes of regulations	Affected FCA regulations
i. unconstitutional regulations and regulations that raise serious constitutional difficulties, such as exceeding the scope of the power vested in the Federal Government by the Constitution;	Not applicable.
ii. regulations that are based on unlawful delegations of legislative power;	Not applicable.
iii. regulations that are based on anything other than the best reading of the underlying statutory authority or prohibition;	Not applicable.
iv. regulations that implicate matters of social, political, or economic significance that are not authorized by clear statutory authority;	<ul style="list-style-type: none"> • § 618.8440(b)(2)(ii). • § 618.8440(b)(7)(iii). • § 618.8440(b)(8)(ii). • § 618.8440(c).
v. regulations that impose significant costs upon private parties that are not outweighed by public benefits;	Not applicable.
vi. regulations that harm the national interest by significantly and unjustifiably impeding technological innovation, infrastructure development, disaster response, inflation reduction, research and development, economic development, energy production, land use, and foreign policy objectives;	Not applicable.
vii. regulations that impose undue burdens on small business and impede private enterprise and entrepreneurship.	Not applicable.

The identified regulatory provisions in § 618.8440(b) meet class iv of E.O. 14219 because they are inconsistent with E.O. 14151, “Ending Radical and Wasteful Government DEI Programs and Preferencing,” signed on January 20, 2025, which required the termination of all diversity, equity, and inclusion mandates throughout the Federal government. These provisions require Farm Credit System (System) institutions to take diversity and inclusion into account in their business planning.

II. Regulation Changes

In accordance with E.O. 14219, FCA is removing or revising four paragraphs in § 618.8440 that impose diversity and inclusion requirements on System institutions. Specifically, paragraph (b)(2)(ii) will no longer require institution business plans to assess diversity as a need of the board of directors. Additionally, paragraph (b)(7)(iii) will no longer require institution human capital plans to include strategies and actions to strive for diversity and inclusion within their workforce and management. And paragraph (b)(8)(ii) will no longer require institutions, in their marketing plans’ strategies and actions to market their products and services to all eligible and creditworthy persons, to have specific outreach toward diversity and inclusion. In addition, because of the deletion of paragraph (b)(7)(iii), we are removing paragraph (c)(1), which requires an institution to report annually to its board on its progress in accomplishing the strategies and actions required by paragraph (b)(7)(iii), as a conforming change. All other requirements in § 618.8440 will remain in effect.

III. Regulatory Matters

A. Notice and Comment

Public notice and comment are not required for this rulemaking. Section 553(b)(B) of the Administrative Procedure Act¹ (APA) provides that when an agency for good cause finds that public notice and comment procedures are impracticable, unnecessary, or contrary to the public interest, the agency may issue a rule without providing notice and an opportunity for public comment. The President and the Office of Management and Budget (OMB) directed agencies to repeal regulations identified as inconsistent with E.O. 14219 without public notice and comment when such action is consistent with the good cause provision of the APA.²

FCA determined that good cause exists to finalize these amendments without public notice and comment because they implement the requirements of E.O. 14219 by removing regulatory requirements that are inconsistent with E.O. 14151. Following notice and comment procedures would delay a repeal that is legally required and would necessitate expenditure of resources in service of retaining a regulation that cannot be lawfully enforced. Nothing that might emerge during the comment period could cure the inconsistency of these requirements with E.O. 14151 or overcome FCA’s non-discretionary inability to retain or enforce them, and therefore notice and comment are superfluous and “unnecessary” within the meaning of the APA.

¹ 5 U.S.C. 553(b)(B).

² Presidential Memorandum, *Directing the Repeal of Unlawful Regulations*, dated April 9, 2025; OMB Memorandum M–25–36, *Streamlining the Review of Deregulatory Actions*, dated October 21, 2025.

B. Determinations Under Executive Order 12866 and Executive Order 14192

The Office of Management and Budget’s Office of Information and Regulatory Affairs has determined that this final rule is not a “significant regulatory action” as defined by Section 3(f) of Executive Order 12866, made applicable to FCA by Executive Order 14215. This action is an Executive Order 14192 deregulatory action.

C. Regulatory Flexibility Act

Pursuant to section 605(b) of the Regulatory Flexibility Act,³ the FCA hereby certifies this final rule will not have a significant economic impact on a substantial number of small entities. Each of the banks in the System, considered together with its affiliated associations, has assets and annual income in excess of the amounts that would qualify them as small entities. Therefore, System institutions are not “small entities” as defined in the Regulatory Flexibility Act.

D. Congressional Review Act (CRA)

Under the provisions of the Congressional Review Act (5 U.S.C. 801 *et seq.*), the Office of Management and Budget’s Office of Information and Regulatory Affairs has determined that this final rule is not a “major rule” as the term is defined at 5 U.S.C. 804(2).

List of Subjects in 12 CFR Part 618

Agriculture, Archives and records, Banks, Banking, Insurance, Reporting and recordkeeping requirements, Rural areas, Technical assistance.

For the reasons stated in the preamble, the Farm Credit Administration amends 12 CFR part 618 as follows:

³ 5 U.S.C. 605(b).

PART 618—GENERAL PROVISIONS

■ 1. The authority citation for part 618 continues to read as follows:

Authority: Secs. 1.5, 1.11, 1.12, 2.2, 2.4, 2.5, 2.12, 3.1, 3.7, 4.12, 4.13A, 4.25, 4.29, 5.9, 5.10, 5.17 of the Farm Credit Act (12 U.S.C. 2013, 2019, 2020, 2073, 2075, 2076, 2093, 2122, 2128, 2183, 2200, 2211, 2218, 2243, 2244, and 2252).

■ 2. Amend § 618.8440 by:

- a. Revising paragraph (b)(2)(ii);
- b. In paragraph (b)(7)(i), adding “and” after the semi-colon;
- c. In paragraph (b)(7)(ii), removing the text “; and” and adding a period in its place;
- d. Removing paragraph (b)(7)(iii); and
- e. Revising paragraphs (b)(8)(ii) and (c).

The revisions read as follows:

§ 618.8440 Planning.

* * * * *

(b) * * *

(2) * * *

(ii) Include an assessment of the needs of the board, including skills, based on the annual self-evaluation of the board’s performance; and

* * * * *

(8) * * *

(ii) Strategies and actions to market the institution’s products and services to all eligible and creditworthy persons within each market segment.

(c) Each institution subject to paragraph (b)(8) of this section must report annually to its board of directors on the progress the institution has made in accomplishing the strategies and actions required by paragraph (b)(8)(ii) of this section.

Ashley Waldron,

Secretary to the Board, Farm Credit Administration.

[FR Doc. 2026-03314 Filed 2-18-26; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2025-5340; **Airspace Docket No. 25-AEA-8**]

RIN 2120-AA66

Amendment of Class D, Class E2, Class E4 and Class E5 Airspace Over Patuxent River, MD

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D, Class E2, Class E4, and Class E5 airspace

at Patuxent River Naval Air Station (NAS) (Trapnell Field), Patuxent River, MD. The previously designated controlled airspace did not properly contain instrument flight rule (IFR) operations, which require controlled airspace. The geographic coordinates for Patuxent River NAS (Trapnell Field) are updated in the airspace legal descriptions. The references to the decommissioned Patuxent VORTAC are updated in the Class E2, Class E4, and Class E5 airspace legal descriptions. Last, the references to the decommissioned Patuxent River NDB are removed in the Class E2 and Class E4 airspace legal descriptions.

DATES: Effective 0901 UTC, May 14, 2026. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of the notice of proposed rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours a day, 365 days a year. An electronic copy of this document may also be downloaded from www.federalregister.gov.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, as well as subsequent amendments, can be viewed online at www.faa.gov/air_traffic/publications/. For further information, you may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; Telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-5589.

SUPPLEMENTARY INFORMATION:**Authority for This Rulemaking**

The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with

prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it amends Class D, Class E2, Class E4, and Class E5 airspace in Patuxent River, MD.

History

The FAA published an NPRM for Docket No. FAA-2025-5340 in the **Federal Register** (90 FR 59419; December 19, 2025), proposing to amend Class D, Class E2, Class E4, and Class E5 airspace above Patuxent River, MD. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Difference From the NPRM

Subsequent to the publication of the NPRM in the **Federal Register**, the FAA discovered that the Patuxent River Non-Directional Beacon (NDB) had been decommissioned. Notice of this decommissioning was published in the National Flight Data Digest (NFDD) on December 18, 2025 (NFDD 241-3). Accordingly, this final rule incorporates corrective revisions that remove the references to the Patuxent River NDB from the airspace legal descriptions for Patuxent River, MD. Because this is an administrative change that does not alter airspace boundaries or impose additional requirements on users of the airspace, the FAA finds good cause that recirculating the NPRM for public notice and comment is unnecessary.

Incorporation by Reference

Class D, Class E2, Class E4, and Class E5 airspace designations are published in paragraphs 5000, 6002, 6004, and 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the latest version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

This action amends 14 CFR part 71 by modifying the Class D, Class E2, Class E4, and Class E5 airspace for Patuxent River NAS (Trapnell Field), Patuxent River, MD. Controlled airspace is necessary for the safety and