12 months.[39] However, this final rule removes data collection and recordkeeping requirements and does not have any enforcement provisions.

Executive Orders 12866 and 14192

Executive Order 12866, as amended, provides that the Office of Information and Regulatory Affairs (OIRA) within the Office of Management and Budget (OMB) will review all ''significant regulatory actions'' as defined therein. OIRA has determined that this final rule is not a ''significant regulatory action'' for purposes of Executive Order 12866, as amended. Executive Order 14192, titled ''Unleashing Prosperity Through Deregulation,'' separately requires that an agency, unless prohibited by law, identify at least ten existing regulations to be repealed when the agency publicly proposes for notice and comment or otherwise promulgates a new regulation with total costs greater than zero. Executive Order 14192 further requires that new incremental costs associated with new regulations shall, to the extent permitted by law, be offset by the elimination of existing costs associated with at least ten prior regulations. The OCC has determined that the final rule will be a deregulatory action under Executive Order 14192 because it will result in costs savings for affected OCC-supervised institutions.

Congressional Review Act

Before a rule can take effect, the Congressional Review Act (CRA), 5 U.S.C. 801 *et seq.,* provides that the OCC must submit to Congress and to the Comptroller General the rule along with a report indicating whether it is a ''major rule.'' In general, if a rule is a ''major rule,'' the CRA provides that unless Congress enacts a joint resolution of disapproval the rule takes effect the later of: (1) 60 days after Congress receives the required report or publication of the rule in the **Federal Register**, whichever is later; or (2) the date the rule would otherwise take effect.[40] The CRA defines a ''major rule'' as any rule that the Administrator of the Office of Information and Regulatory Affairs (OIRA) of the Office of Management and Budget finds has resulted in or is likely to result in (1) an annual effect on the economy of $100,000,000 or more; (2) a major increase in costs or prices for consumers, individual industries, Federal, State, or local government agencies or geographic regions, or (3) a significant adverse effect on competition, employment, investment, productivity, innovation, or the ability of United States-based enterprises to compete with foreign-based enterprises in domestic and export markets.[41] OIRA has determined that this final rule is not a major rule. As required by the CRA, the OCC will submit the final rule and other appropriate reports to Congress and the Government Accountability Office for review.

List of Subjects in 12 CFR Part 27

Civil rights, Credit, Fair housing, Mortgages, National banks, Reporting and recordkeeping requirements.

PART 27—[REMOVED AND RESERVED]

■ For the reasons stated in the preamble, under the authority of 12 U.S.C. 93a, the OCC removes and reserves 12 CFR part 27.

Jonathan V. Gould,

Comptroller of the Currency.

[FR Doc. 2026–04276 Filed 3–3–26; 8:45 am]

BILLING CODE 4810–33–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–3437; Project Identifier MCAI–2025–00161–T; Amendment 39–23259; AD 2026–03–10]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2024–19–13, which applied to certain Airbus SAS Model A318 and A320 series airplanes, and Model A319–111, –112, –113, –114, –115, –131, –132, –133, –151N, –153N, and –171N airplanes, and Model A321–111, –112, –131, –211, –212, –213, –231, –232, –251N, –251NX, –252N, –252NX, –253N, –253NX, –271N, –271NX, –272N, and –272NX airplanes. AD 2024–19–13 required revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. Since the FAA issued AD 2024–19–13, the FAA has determined that new or more restrictive airworthiness limitations are necessary. This AD continues to require certain actions in AD 2024–19–13 and requires revising the existing maintenance or inspection program, as applicable, to incorporate new or more restrictive airworthiness limitations. This AD also adds Model A319–173N and Model A321–253NY airplanes to the applicability. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 8, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 8, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of November 26, 2024 (89 FR 84274, October 22, 2024).

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–3437; 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 final rule, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu.* You may find this material on the EASA website at *ad.easa.europa.eu.*
- 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–2025–3437.

FOR FURTHER INFORMATION CONTACT: Emma Copeland, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 847–294–8068; email: *emma.m.copeland@faa.gov.*

SUPPLEMENTARY INFORMATION:

[39] This comment also suggested the OCC's proposal had several other deficiencies including its invocation of the ''good cause'' exception under 5 U.S.C. 553(b)(B) or 553(d)(3) and the lack of a Systems of Records Notice (SORN) or a Privacy Impact Assessment (PIA). The OCC's proposal did not propose additional data collection requirements, so a SORN or PIA are not required. Further the proposal did not invoke the ''good cause'' exception under the APA.

[40] 5 U.S.C. 801(a)(3).

[41] 5 U.S.C. 804(2).

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2024–19–13, Amendment 39–22855 (89 FR 84274, October 22, 2024) (AD 2024–19–13). AD 2024–19–13 applied to certain Airbus SAS Model A318 and A320 series airplanes, and Model A319–111, –112, –113, –114, –115, –131, –132, –133, –151N, –153N, and –171N airplanes, and Model A321–111, –112, –131, –211, –212, –213, –231, –232, –251N, –251NX, –252N, –252NX, –253N, –253NX, –271N, –271NX, –272N, and –272NX airplanes. AD 2024–19–13 required revising the existing maintenance or inspection program, as applicable, to incorporate additional new or more restrictive airworthiness limitations. The FAA issued AD 2024–19–13 to correct an unsafe condition.

The NPRM was published in the **Federal Register** on November 17, 2025 (90 FR 51212). The NPRM was prompted by AD 2025–0031, dated February 10, 2025, issued by EASA, which is the Technical Agent for the Member States of the European Union (EASA AD 2025–0031) (also referred to as the MCAI). The MCAI states that new or more restrictive airworthiness limitations have been developed.

In the NPRM, the FAA proposed to retain certain requirements of AD 2024–19–13. The NPRM also proposed to require revising the existing maintenance or inspection program, as applicable, to incorporate additional new or more restrictive airworthiness limitations, as specified in EASA AD 2025–0031.

The FAA is issuing this AD to address a safety significant latent failure (that is not annunciated), which, in combination with one or more other specific failures or events, could result in a hazardous or catastrophic failure condition.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2025–3437.

Discussion of Final Airworthiness Directive

Comments

The FAA received a comment from Air Line Pilots Association, International (ALPA) who supported the NPRM without change.

Conclusion

These products have been approved by the civil aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, that authority has notified the FAA of the unsafe condition described in the MCAI referenced above. The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2025–0031, which specifies new or more restrictive airworthiness limitations for airplane structures and safe life limits.

This AD also requires EASA AD 2024–0030, which the Director of the Federal Register approved for incorporation by reference as of November 26, 2024 (89 FR 84274, October 22, 2024).

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.

Costs of Compliance

The FAA estimates that this AD affects 1,989 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

The FAA estimates the total cost per operator for the retained actions from AD 2024–19–13 to be $7,650 (90 work-hours × $85 per work-hour).

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.

The FAA estimates the total cost per operator for the new actions to be $7,650 (90 work-hours × $85 per work-hour).

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

This AD will not have federalism implications under Executive Order 13132. This AD will 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 that this AD:

(1) Is not a ''significant regulatory action'' under Executive Order 12866,

(2) Will not affect intrastate aviation in Alaska, and

(3) Will 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 Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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) 2024–19–13, Amendment 39–22855 (89 FR 84274, October 22, 2024); and

■ b. Adding the following new AD:

2026–03–10 Airbus SAS: Amendment 39–23259; Docket No. FAA–2025–3437; Project Identifier MCAI–2025–00161–T.

(a) Effective Date

This airworthiness directive (AD) is effective April 8, 2026.

(b) Affected ADs

This AD replaces AD 2024–19–13, Amendment 39–22855 (89 FR 84274, October 22, 2024) (AD 2024–19–13).

(c) Applicability

This AD applies to the Airbus SAS airplanes specified in paragraphs (c)(1) through (4) of this AD, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before November 4, 2024.

(1) Model A318–111, –112, –121, and –122 airplanes.

(2) Model A319–111, –112, –113, –114, –115, –131, –132, –133, –151N, –153N, –171N, and –173N airplanes.

(3) Model A320–211, –212, –214, –216, –231, –232, –233, –251N, –252N, –253N, –271N, –272N, and –273N airplanes.

(4) Model A321–111, –112, –131, –211, –212, –213, –231, –232, –251N, –251NX, –252N, –252NX, –253N, –253NX, –253NY, –271N, –271NX, –272N, and –272NX airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Unsafe Condition

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address a safety significant latent failure (that is not annunciated), which, in combination with one or more other specific failures or events, could result in a hazardous or catastrophic failure condition.

(f) Compliance

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

(g) Retained Revision of the Existing Maintenance or Inspection Program, With a New Terminating Action

This paragraph restates the requirements of paragraph (n) of AD 2024–19–13, with a new terminating action. For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before December 15, 2023, except for Model A319–173N and Model A321–253NY airplanes: Except as specified in paragraph (h) of this AD, comply with all required actions and compliance times specified in, and in accordance with European Union Aviation Safety Agency (EASA) AD 2024–0030, dated January 31, 2024 (EASA AD 2024–0030). Accomplishing the revision of the existing maintenance or inspection program required by paragraph (j) of this AD terminates the requirements of this paragraph.

(h) Retained Exceptions to EASA AD 2024–0030, With No Changes

This paragraph restates the exceptions specified in paragraph (o) of AD 2024–19–13, with no changes.

(1) This AD does not adopt the requirements specified in paragraphs (1) and (2) of EASA AD 2024–0030.

(2) Paragraph (3) of EASA AD 2024–0030 specifies revising ''the approved AMP,'' within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after November 26, 2024 (the effective date of AD 2024–19–13).

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2024–0030 is at the applicable ''associated thresholds'' as incorporated by the requirements of paragraph (3) of EASA AD 2024–0030, or within 90 days after November 26, 2024 (the effective date of AD 2024–19–13), whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (4) and (5) of EASA AD 2024–0030.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2024–0030.

(i) Retained Provisions for Alternative Actions and Intervals

This paragraph restates the requirements of paragraph (p) of AD 2024–19–13, with a new exception. Except as required by paragraph (j) of this AD, after the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (*e.g.,* inspections) and intervals are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2024–0030.

(j) New Revision of the Existing Maintenance or Inspection Program

Except as specified in paragraph (k) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2025–0031, dated February 10, 2025 (EASA AD 2025–0031). Accomplishing the revision of the existing maintenance or inspection program required by this paragraph terminates the requirements of paragraph (g) of this AD.

(k) Exceptions to EASA AD 2025–0031

(1) This AD does not adopt the requirements specified in paragraphs (1) and (2) of EASA AD 2025–0031.

(2) Paragraph (3) of EASA AD 2025–0031 specifies revising ''the approved AMP,'' within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2025–0031 is at the applicable ''associated thresholds'' as incorporated by the requirements of paragraph (3) of EASA AD 2025–0031, or within 90 days after the effective date of this AD, whichever occurs later.

(4) This AD does not adopt the provisions specified in paragraphs (4) and (5) of EASA AD 2025–0031.

(5) This AD does not adopt the ''Remarks'' section of EASA AD 2025–0031.

(l) New Provisions for Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (*e.g.,* inspections) and intervals are allowed unless they are approved as specified in the provisions of the ''Ref. Publications'' section of EASA AD 2025–0031.

(m) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, AIR–520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or 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 (n) of this AD and email to: *AMOC@faa.gov*. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(n) Additional Information

For more information about this AD, contact Emma Copeland, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 847–294–8068; email: *emma.m.copeland@faa.gov.*

(o) 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 April 8, 2026.

(i) European Union Aviation Safety Agency (EASA) AD 2025–0031, dated February 10, 2025.

(ii) [Reserved]

(4) The following material was approved for IBR on November 26, 2024 (89 FR 84274, October 22, 2024).

(i) EASA AD 2024–0030, dated January 31, 2024.

(ii) [Reserved]

(5) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu.* You may find this material on the EASA website at *ad.easa.europa.eu.*

(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* or email *fr.inspection@nara.gov*.

Issued on February 9, 2026.

Peter A. White,

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

[FR Doc. 2026–04277 Filed 3–3–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–1365; Project Identifier AD–2024–00684–E; Amendment 39–23271; AD 2026–04–11]

RIN 2120–AA64

Airworthiness Directives; Lycoming Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2024–21–02, which applies to Lycoming Engines (Lycoming) model engines that have certain connecting rod assemblies installed. AD 2024–21–02 required repetitive oil inspections for bronze metal particulates and, if found, additional inspections of the connecting rod bushings for damage, proper fit, movement, and wear, and replacement if necessary. As terminating action to the connecting rod bushing inspections, AD 2024–21–02 also required replacement of the connecting rod bushings with parts eligible for installation. Since the FAA issued AD 2024–21–02, the ship date range for potentially affected parts that may be subject to connecting rod failure has been expanded, and additional parts that are eligible for installation have been identified. This AD requires the actions in AD 2024–21–02 and expands the applicability. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 8, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 8, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–1365; 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 final rule, any comments received, and other information. The address for Docket Operations is U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For Lycoming material identified in this AD, contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701; phone: (800) 258–3279; website: *lycoming.com/contact/knowledge-base/publications.*
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at *regulations.gov* under Docket No. FAA–2025–1365.

FOR FURTHER INFORMATION CONTACT: David Bergeron, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (516) 228–7321; email: *david.j.bergeron@faa.gov*.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2024–21–02, Amendment 39–22869 (89 FR 86721, October 31, 2024) (AD 2024–21–02). AD 2024–21–02 applied to Lycoming model engines that have certain connecting rod assemblies installed. AD 2024–21–02 was prompted by several reports of connecting rod failures, which resulted in uncontained engine failure and in-flight shutdowns. The NPRM was published in the **Federal Register** on August 7, 2025 (90 FR 38081). Since the FAA issued AD 2024–21–02, the ship date range for potentially affected parts that may be subject to connecting rod failure has been expanded, and additional parts that are eligible for installation have been identified. In addition, the manufacturer requested that credit be given to operators for the actions required in AD 2024–21–02 provided that the operators already accomplished AD 2017–16–11 and re-inspected any replacement connecting rod bushings received from Lycoming in accordance with the required actions of AD 2017–16–11. In the NPRM, the FAA proposed to require repetitive oil inspections for bronze metal particulates and, if found, additional inspections of the connecting rod bushings for damage (*e.g.,* deterioration, missing metal), proper fit, movement, and wear, and replacement if necessary. As terminating action to the connecting rod bushing inspections, the NPRM also proposed to require replacement of the connecting rod bushings with parts eligible for installation. The NPRM also proposed to expand the applicability by extending the shipping date range for affected parts. The FAA is issuing this AD to address the unsafe condition on these products.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from one commenter, Lycoming. The following presents the comment received on the NPRM and the FAA's response to that comment.

Request To Modify List of Known Engine Models With Affected Parts Installed

Lycoming requested that the FAA modify the list of engines known to have an affected part installed in the proposed AD to include Lycoming Model IO–580 series, IO–720 series, and O–290 series engines.

The FAA agrees with the commenter's request and has revised Note 1 to paragraph (c) of this AD to include Lycoming Model IO–580 series, IO–720 series, and O–290 series engines.

Conclusion

The FAA reviewed the relevant data, considered any comments received, and determined that air safety requires adopting the AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, and any other changes described previously, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Lycoming Mandatory Service Bulletin No. 630B, dated June 11, 2025, which specifies procedures for inspection of the connecting rod bushings for damage, proper fit, movement, and wear.

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.