

rule under Executive Order 14281, “Restoring Equality of Opportunity and Meritocracy” and Executive Order 12250, “Leadership and Coordination of Nondiscrimination Laws.” 90 FR 17537 (April 28, 2025); 45 FR 72995 (Nov. 4, 1980).

To the extent that 5 U.S.C. 553 applies to this action, it is exempt from notice and comment because it constitutes a rule of procedure under 5 U.S.C. 553(b)(A) and for which no notice or hearing is required by statute. Additionally, this action is not a “substantive rule” for which a 30-day delay in effective date is required under 5 U.S.C. 553(d).

Signing Authority

This document of the Department of Energy was signed on March 3, 2026, by Chris Wright, 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 March 4, 2026.

Treena V. Garrett,

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

[FR Doc. 2026-04453 Filed 3-5-26; 8:45 am]

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FARM CREDIT ADMINISTRATION

12 CFR Parts 611, 614, 620, 626, 628, and 630

RIN 3052-ZA01

Organization, Loan Policies and Operations, Disclosure to Shareholders, Nondiscrimination in Lending, Capital Adequacy of System Institutions, Disclosure to Investors

AGENCY: Farm Credit Administration.

ACTION: Notification of effective date.

SUMMARY: The Farm Credit Administration (FCA, Agency, or we) is publishing the effective date of the final rule correcting citations and making other technical updates and corrections throughout its regulations.

DATES: The final rule amending 12 CFR parts 611, 614, 620, 626, 628, and 630,

published on January 26, 2026 (91 FR 3027), is effective February 25, 2026.

FOR FURTHER INFORMATION CONTACT:

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

Legal information: Heather LoPresti, Senior Counsel, Office of General Counsel, (703) 883-4318, TTY (703) 883-4056, loprestih@fca.gov.

SUPPLEMENTARY INFORMATION: On January 26, 2026, FCA issued a final rule correcting citations and making other technical updates and corrections in 12 CFR parts 611, 614, 620, 626, 628, and 630. In accordance with 12 U.S.C. 2252(c)(1), the final rule provided the regulation would become effective 30 days after publication in the **Federal Register** during which either or both houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulation is February 25, 2026.

Ashley Waldron,

Secretary to the Board, Farm Credit Administration.

[FR Doc. 2026-04419 Filed 3-5-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-0741; Project Identifier AD-2025-00153-T; Amendment 39-23270; AD 2026-04-10]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain The Boeing Company Model 767-200, 767-300, 767-300F, and 767-400ER airplanes. This AD was prompted by a heavy maintenance check that found corrosion damage on a Model 767 satellite communications (SATCOM) high gain antenna adapter plate. This AD requires repetitive detailed inspections (DET) of the SATCOM high gain antenna adapter plate for corrosion and applicable on-condition actions. The FAA is issuing this AD to address the unsafe condition on these products. **DATES:** This AD is effective April 10, 2026.

The Director of the Federal Register approved the incorporation by reference

of a certain publication listed in this AD as of April 10, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-0741; 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 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.

- 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-2025-0741.

FOR FURTHER INFORMATION CONTACT:

Stefanie Roesli, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3964; email: Stefanie.N.Roesli@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain The Boeing Company Model 767-200, 767-300, 767-300F, and 767-400ER airplanes. The NPRM was published in the **Federal Register** on April 29, 2025 (90 FR 17741). The NPRM was prompted by a heavy maintenance check that found corrosion damage on a Model 767 SATCOM high gain antenna adapter plate. In the NPRM, the FAA proposed to require repetitive DET of the SATCOM high gain antenna adapter plate for corrosion and applicable on-condition actions. The FAA is issuing this AD to prevent corrosion damage of the SATCOM high gain antenna adapter plates, which could result in parts departing the airplane (PDA). A PDA event of the SATCOM high gain antenna system could damage the primary flight control surfaces which may result in loss of continued safe flight and landing of the airplane.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from Air Line Pilots Association, International (ALPA), Boeing, and United Airlines, who supported the NPRM without change.

In addition, the FAA received a comment from Delta Air Lines, Inc. (Delta). The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Differentiate Between a Repaired Adapter Plate and an Adapter Plate With No Damage

Delta requested that the FAA revise paragraph (h) of the proposed AD to differentiate between a serviceable SATCOM adapter plate that has been inspected for corrosion with no damage findings and a repaired SATCOM adapter plate that has been inspected for corrosion and applicable on-condition corrective actions have been done. Delta also requested that the FAA add these specifications to the applicable table conditions and increase the repeat inspection interval for serviceable adapter plates to 96 months. Delta stated that the wording in note (b) of Boeing Alert Requirements Bulletin 767-23A0351 RB, dated January 23, 2025, does not differentiate between an adapter plate that may have been repaired and one that has been inspected with no damage found and suggested that an adapter plate with no damage should be treated the same as a new adapter plate, with the repeat inspection interval for serviceable adapter plates increased to 96 months to match that of a new adapter plate.

The FAA does not agree with the request. The definition for a serviceable SATCOM adapter plate in note (b) of Boeing Alert Requirements Bulletin 767-23A0351 RB, dated January 23, 2025, addresses both scenarios specified in Delta's comment. An adapter plate that has been inspected for corrosion, with applicable on-condition corrective actions performed, may have been repaired, and one that has been inspected with no damage found is included as part of the "applicable on-condition corrective actions" statement in Boeing Alert Requirements Bulletin 767-23A0351 RB, dated January 23, 2025. The FAA has not changed this AD in this regard.

Request To Verify Aircraft Maintenance Manual (AMM)

Delta requested that the FAA provide guidance on AMM 23-25-18 and AMM

53-66-11, which are specified in Boeing Alert Service Bulletin 767-23A0351, dated January 23, 2025. Delta suggested that there might be an error in the AMM numbers, since they are not located within the original equipment manufacturer (OEM) AMM manual. Delta stated that it does not have Boeing 767 AMM 23-25-18 and AMM 53-66-11 for antenna and adapter plate remove/installation and therefore cannot determine if AMM 23-25-19 for antenna and adapter plate install/removal is comparable to AMM 23-25-18 and AMM 53-66-11.

The FAA does not agree with the request. The FAA notes that the work instructions specified are in Boeing Alert Service Bulletin 767-23A0351, dated January 23, 2025, not the mandated Boeing Alert Requirements Bulletin 767-23A00351 RB, dated January 23, 2025, and are therefore outside the scope of this AD. In addition to containing the same information that is required for compliance with the requirements bulletin, the service bulletin provides additional guidance, including references to accepted procedures for accomplishing the required actions. Since the references to the AMM sections in the service bulletin are "referred to" as additional guidance, operators are not required to use these sections to accomplish the removal, repair or replacement, and installation of the SATCOM high gain antenna adapter plate. Operators may use the appropriate AMM sections to accomplish the required actions. The FAA has not changed this AD in this regard.

Request for Corrosion Inhibiting Compounds (CIC) Application

Delta requested the FAA add an exception to paragraph (h) of the proposed AD to allow the application of BMS3-26, BMS3-29, or equivalent CIC to the adapter plate and increase the inspection intervals accordingly. Delta noted that although this is a corrosion-related issue, Boeing Alert Requirements Bulletin 767-23A0351 RB, dated January 23, 2025, does not recommend CIC application for corrosion. Delta suggested that CIC application would improve the corrosion protection of the plate and could therefore add time to the inspection intervals.

The FAA does not agree with the request. Substantiation would be necessary to justify the use of CIC and an increase of the repeat inspection interval. However, under the provisions of paragraph (i) of this AD, the FAA will

consider requests for approval of an alternative method of compliance (AMOC) if sufficient data are submitted to substantiate an acceptable level of safety. The FAA has not changed this AD in this regard.

Additional Changes to This Final Rule

In the NPRM, the FAA inadvertently omitted the "Effectivity" paragraph and the "Condition" paragraph from the exception in paragraph (h), Exceptions to Requirements Bulletin Specifications, of the proposed AD. The FAA has revised paragraph (h) of this AD to include these paragraphs in that exception.

Conclusion

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 Boeing Alert Requirements Bulletin 767-23A0351 RB, dated January 23, 2025. This material specifies procedures for repetitive DET of the SATCOM high gain antenna adapter plate for corrosion and applicable on-condition actions. On-condition actions include repairing the SATCOM high gain antenna adapter plate or replacing it with a new or serviceable SATCOM high gain antenna adapter plate if any corrosion found is less than or equal to 0.005 inch in depth; and replacing the SATCOM high gain antenna adapter plate with a new or serviceable SATCOM high gain antenna adapter plate if any corrosion found is greater than 0.005 inch in depth.

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 597 airplanes of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Detailed inspection	11 work-hours × \$85 per hour = \$935 per inspection cycle.	\$0	\$935 per inspection cycle	\$558,195 per inspection cycle.

The FAA estimates the following costs to do any repair or replacement that would be required based on the

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

airplanes that might need this repair or replacement:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Repair adapter plate	5 work-hours × \$85 per hour = \$425	\$0	\$425
Replace adapter plate	2 work-hours × \$85 per hour = \$170	18,000	18,170

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 adding the following new airworthiness directive:

2026-04-10 The Boeing Company:
Amendment 39-23270; Docket No. FAA-2025-0741; Project Identifier AD-2025-00153-T.

(a) Effective Date

This airworthiness directive (AD) is effective April 10, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 767-200, 767-300, 767-300F, and 767-400ER airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 767-23A0351 RB, dated January 23, 2025.

(d) Subject

Air Transport Association (ATA) of America Code 23, Communications.

(e) Unsafe Condition

This AD was prompted by a heavy maintenance check that found corrosion damage on a Model 767 satellite communications (SATCOM) high gain antenna adapter plate. The FAA is issuing

this AD to prevent corrosion damage of the SATCOM high gain antenna adapter plates, which could result in parts departing the airplane (PDA). A PDA event of the SATCOM high gain antenna system could damage the primary flight control surfaces which may result in loss of 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 767-23A0351 RB, dated January 23, 2025, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions Boeing Alert Requirements Bulletin 767-23A0351 RB, dated January 23, 2025.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 767-23A0351, dated January 23, 2025, which is referred to in Boeing Alert Requirements Bulletin 767-23A0351 RB, dated January 23, 2025.

(h) Exceptions to Requirements Bulletin Specifications

Where the “Effectivity” paragraph and the Condition and Boeing Recommended Compliance Time columns of the tables in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 767-23A0351 RB, dated January 23, 2025, refer to the original issue date of Requirements Bulletin 767-23A0351 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 certification office,

send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 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.

(j) Additional Information

(1) For more information about this AD, contact Stefanie Roesli, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3964; email: Stefanie.N.Roesli@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (k)(3) 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 767-23A0351 RB, dated January 23, 2025.

(ii) [Reserved]

(3) For the 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 February 19, 2026.

Peter A. White,

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

[FR Doc. 2026-04466 Filed 3-5-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-1730; Project Identifier MCAI-2023-01122-E; Amendment 39-23273; AD 2026-04-13]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Rolls-Royce Deutschland Ltd & Co KG (RRD) Model Trent 7000-72 and Trent 7000-72C engines. This AD was prompted by the manufacturer's determination that certain intervals for visual inspection of the intermediate pressure 8 (IP8) and high pressure 3 (HP3) air tubes need to be reduced for certain engines, and instructions for visual inspection of the IP8 and HP3 air tubes were not available for certain other engines. This AD requires initial and repetitive visual inspections of the IP8 and HP3 air tubes for cracking, damage, or air leakage wear, and replacement if necessary. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 10, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 10, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2025-1730; 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; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu.

- 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-2025-1730.

FOR FURTHER INFORMATION CONTACT:

Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7146; email: barbara.caufield@faa.gov.

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all RRD Model Trent 7000-72 and Trent 7000-72C engines. The NPRM was published in the **Federal Register** on August 7, 2025 (90 FR 38078). The NPRM was prompted by EASA AD 2023-0186, dated October 27, 2023 (EASA AD 2023-0186) (also referred to as the MCAI) issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that the manufacturer's normal engine maintenance instructions for visual inspection to determine the integrity of the IP8 and HP3 air tubes at intervals consistent with exposure assumptions used in critical part life assessments may result in the fracture of an affected part remaining undetected for a longer period than assumed. Thus, more frequent visual inspections of the IP8 and HP3 air tubes are necessary. Also, instructions for visual inspection of the IP8 and HP3 air tubes were not available for certain other engines. The manufacturer issued service material that provides instructions for visual inspections of the IP8 and HP3 air tubes for all affected engines. The unsafe condition, if not addressed, could result in reduced efficiency of internal cooling and sealing flows, failure of the IP8 air tubes and HP3 air tubes, damage to the engine, and reduced control of the airplane.

In the NPRM, the FAA proposed to require initial and repetitive visual inspections of the IP8 and HP3 air tubes for cracking, damage, or air leakage wear, and replacement if necessary. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at regulations.gov under Docket No. FAA-2025-1730.