

# Proposed Rules

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This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

## OFFICE OF PERSONNEL MANAGEMENT

### 5 CFR Part 430

[Docket ID OPM–2025–0273]

RIN 3206–AP06

### Performance Appraisal for General Schedule, Prevailing Rate, and Certain Other Employees; Correction

**AGENCY:** Office of Personnel Management.

**ACTION:** Proposed rule; correction.

**SUMMARY:** The Office of Personnel Management (OPM) is correcting a proposed rule that published in the February 24, 2026, issue of the **Federal Register**. The proposed rule contained missing FR citation information, and this corrects that error.

**DATES:** This correction is effective on March 26, 2026.

**FOR FURTHER INFORMATION CONTACT:** Noah Peters, Senior Advisor to the Director, by email at [employeeaccountability@opm.gov](mailto:employeeaccountability@opm.gov) or by phone at (202) 606–2930.

**SUPPLEMENTARY INFORMATION:** In the proposed rule “Performance Appraisal for General Schedule, Prevailing Rate, and Certain Other Employees” (Document Number 2026–03619), published at 91 FR 8780 on February 24, 2026, within the “Conforming Amendments” paragraph on page 8787, in the third column, the FR citation “90 FR xxxxx (MM, DD, YYYY)” is corrected to read “91 FR 10904 (March 5, 2026)”.

This correction of the proposed rule provides readers with complete information that was missing from the **SUPPLEMENTARY INFORMATION** of the proposed rule. Therefore, OPM has determined, pursuant to 5 U.S.C. 553(b)(3)(B), that prior notice and opportunity for public comment is unnecessary. Public comment could not inform this process in any meaningful way. We have further determined that, under 5 U.S.C. 553(d)(3), the agency has

good cause to make this correction effective upon publication.

### Regulatory Review

OPM has examined the impact of this rule as required by Executive Orders 12866 and 13563, which direct agencies to assess all costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits (including potential economic, environmental, public, health, and safety effects, distributive impacts, and equity). A regulatory impact analysis must be prepared for rules that have an annual effect on the economy of \$100 million or more or adversely affect in a material way the economy, a sector of the economy, productivity, competition, jobs, the environment, public health or safety, or State, local, or tribal governments or communities. This final rule is not a “significant regulatory action” under section 3(f) of Executive Order 12866, as supplemented by Executive Order 13563. Therefore, this rule is not subject to Executive Order 14192.

### Regulatory Flexibility Act

The Director of the Office of Personnel Management certifies that this regulation will not have a significant impact on a substantial number of small entities because it applies only to Federal agencies and employees.

### Federalism

This rule will not have substantial direct effects on the States, on the relationship between the National Government and the States, or on distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 13132, it is determined that this rule does not have sufficient federalism implications to warrant preparation of a Federalism Assessment.

### Civil Justice Reform

This rule meets the applicable standard set forth in section 3(a) and (b)(2) of Executive Order 12988.

### Unfunded Mandates Reform Act of 1995

Section 202 of the Unfunded Mandates Reform Act of 1995 (UMRA) requires that agencies assess anticipated

costs and benefits before issuing any rule that would impose spending costs on State, local, or tribal governments in the aggregate, or on the private sector, in any 1 year of \$100 million in 1995 dollars, updated annually for inflation. That threshold is currently approximately \$206 million. This rulemaking will not result in the expenditure by State, local, or tribal governments, in the aggregate, or by the private sector, in excess of the threshold. Thus, no written assessment of unfunded mandates is required.

### Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3521)

The Paperwork Reduction Act, Public Law 96–511, does not apply to this rule.

### Signing Statement

The Director of OPM, Scott Kupor, reviewed and approved this document and has authorized the undersigned to electronically sign and submit this document to the Office of the Federal Register for publication.

Office of Personnel Management.

**Jerson Matias,**

*Federal Register Liaison.*

[FR Doc. 2026–05857 Filed 3–25–26; 8:45 am]

**BILLING CODE 6325–39–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

### 14 CFR Part 39

[Docket No. FAA–2026–2725; Project Identifier AD–2025–00999–T]

RIN 2120–AA64

### Airworthiness Directives; The Boeing Company Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to adopt a new airworthiness directive (AD) certain The Boeing Company Model 737–700, –700C, –800, and –900ER series airplanes. This proposed AD was prompted by a leak through the form-in-place (FiP) gasket at the engine fuel shutoff valve access panel found during a leak check. This proposed AD would require a detailed inspection of the left and right side FiP gasket at the engine

fuel shutoff valve access panel, for correct sealant installation, a fluid leak test of the engine fuel shutoff valve access panels for any leak, and applicable on-condition actions. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this proposed AD by May 11, 2026.

**ADDRESSES:** You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- *Federal eRulemaking Portal:* Go to [regulations.gov](https://www.regulations.gov). Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

*AD Docket:* You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-2725; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this NPRM, any comments received, and other information. The street address for Docket Operations is listed above.

*Material Incorporated by Reference:*

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

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-2725.

**FOR FURTHER INFORMATION CONTACT:** Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 907-271-5844; email: [erica.e.bayles@faa.gov](mailto:erica.e.bayles@faa.gov).

**SUPPLEMENTARY INFORMATION:**

### Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments using a method listed under the **ADDRESSES** section. Include “Docket No. FAA-2026-2725; Project Identifier AD-2025-00999-1” 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 Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 907-271-5844; email: [erica.e.bayles@faa.gov](mailto:erica.e.bayles@faa.gov). Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

### Background

The FAA has received a report indicating a leak through the FiP gasket at the engine fuel shutoff valve access panel was found during a leak check, completed as part of a non-conformance disposition for the Boeing Company Model 737-8, 737-9, and 737-8200 airplanes. An investigation found that the fairing requirements of the engine fuel shutoff valve access panel caused thin regions of the FiP gasket. This caused the manufacturer to apply non-permitted sealant after the initial FiP gasket had cured, which resulted in an uneven sealing surface on the engine fuel shutoff valve access panel and leak. Non-conforming FiP gasket installations may compromise the designated

drainage provision in the wing leading edge area. This condition, if not addressed, could result in fuel leaking onto the engine exhaust nozzle and a consequent fire on the ground.

Boeing determined that Model 737-700, -700C, -800, and -900ER series airplanes are also subject to the identified unsafe condition due to design similarity of the FiP gasket. The FAA is considering separate rulemaking for the affected Boeing Company Model 737-8, 737-9, and 737-8200 airplanes.

### FAA’s Determination

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

### Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025. This material specifies procedures for a detailed inspection of the FiP gasket at the engine fuel shutoff valve access panel of the left and right side wing for correct sealant installation, a fluid leak test of the engine fuel shutoff valve access panels for any leak, and applicable on-condition actions. On-condition actions include replacing the FiP gasket, repairing any leaks, and repeating the leak test until no leak is found.

This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

### Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in the material already described, except as discussed under “Differences Between this Proposed AD and the Referenced Material,” and except for any differences identified as exceptions in the regulatory text of this proposed AD. For information on the procedures and compliance times, see this material at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-2725.

### Differences Between This Proposed AD and the Referenced Material

Since Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025, was issued, the FAA has determined more airplanes are affected by the unsafe condition. The line numbers affected are 2438 through 2598 inclusive, 2600 through 2721 inclusive, 2723 through 2813 inclusive, 2815 through 2930 inclusive, 2932

through 3068 inclusive, 3070 through 3323 inclusive, 3325 through 3425 inclusive, 3427 through 3521 inclusive, 3523 through 3611 inclusive, 3613 through 3701 inclusive, 3703 through 3791 inclusive, and 3793 through 3833 inclusive. The FAA has added these lines numbers to the applicability in paragraph (c) of this proposed AD.

Where Boeing Alert Requirements Bulletin 737–57A1359 RB, dated October 3, 2025, specifies to do applicable on-condition corrective actions if any leak is found, for this proposed AD, if any leak is found the FiP gasket must be replaced. The FAA has added exceptions in paragraphs

(h)(2) through (4) of this proposed AD accordingly.

**Costs of Compliance**

The FAA estimates that this AD, if adopted as proposed, would affect 1,030 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
Inspection .....	1 work-hour × \$85 per hour = \$85 .....	\$0	\$85	\$87,550
Leak test .....	1 work-hour × \$85 per hour = \$85 .....	0	85	87,550

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

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

number of aircraft that might need these replacements:

**ON-CONDITION COSTS**

Action	Labor cost	Parts cost	Cost per product
Replacement .....	2 work-hours × \$85 per hour = \$170 .....	Negligible .....	\$170

The FAA has received no definitive data on which to base the cost estimates for the on-condition repairs specified in this proposed AD.

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some or all of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected operators.

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

**Regulatory Findings**

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Would not affect intrastate aviation in Alaska, and
- (3) Would not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**The Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

- 1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

**The Boeing Company:** Docket No. FAA–2026–2725; Project Identifier AD–2025–00999–T.

**(a) Comments Due Date**

The FAA must receive comments on this airworthiness directive (AD) by May 11, 2026.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 737–700, –700C, –800, and –900ER series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 737–57A1359 RB, dated October 3, 2025; and airplanes having line numbers 2438 through 2598 inclusive, 2600 through 2721 inclusive, 2723 through 2813 inclusive, 2815 through 2930 inclusive, 2932 through 3068 inclusive, 3070 through 3323 inclusive, 3325 through 3425 inclusive, 3427 through 3521 inclusive, 3523 through 3611 inclusive, 3613 through 3701 inclusive, 3703 through 3791 inclusive, and 3793 through 3833 inclusive.

**(d) Subject**

Air Transport Association (ATA) of America Code 57, Wings.

**(e) Unsafe Condition**

This AD was prompted by a leak through the form-in-place (FiP) gasket at the engine fuel shutoff valve access panel found during

a leak check. An investigation found that the fairing requirements of the engine fuel shutoff valve access panel caused thin regions of the FiP gasket, which caused non-permitted sealant to be applied after the initial FiP gasket had cured, resulting in an uneven sealing surface on the engine fuel shutoff valve access panel and leak. The FAA is issuing this AD to address incorrect or missing sealant installation. The unsafe condition, if not addressed, could result in fuel leaking onto the engine exhaust nozzle and a possible fire on the ground.

#### (f) Compliance

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

#### (g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025.

**Note 1 to paragraph (g):** Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737-57A1359, dated October 3, 2025, which is referred to in Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025.

#### (h) Exceptions to Requirements Bulletin Specifications

(1) Where the Compliance Time columns of the tables in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025, refer to the original issue date of Requirements Bulletin 737-57A1359 RB, this AD requires using the effective date of this AD.

(2) Where Table 1 and Table 2 in the Compliance and Accomplishment Instructions paragraphs of Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025, specifies "Do a fluid leak test of the engine fuel shutoff valve access panel for any leak. If any leak is found, do all applicable on-condition corrective action(s) and repeat the leak test until no leak is found", this AD requires replacing that text with "Do a fluid leak test of the engine fuel shutoff valve access panel for any leak. If any leak is found, replace the FiP gasket and repeat the leak test until no leak is found".

(3) Where step 4. b. of Appendix A in Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025, specifies "If any water leaks from the engine fuel shutoff valve access panel in less than two minutes, the fluid leak test has failed", this AD requires replacing that text with "If any water leaks from the engine fuel shutoff valve access panel in less than two minutes, the fluid leak test has failed. Replace the FiP gasket in accordance with Figure 3 and repeat the leak test until no leak is found".

(4) Where step 4. b. of Appendix B in Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025, specifies "If any water leaks from the engine fuel

shutoff valve access panel in less than two minutes, the fluid leak test has failed", this AD requires replacing that text with "If any water leaks from the engine fuel shutoff valve access panel in less than two minutes, the fluid leak test has failed. Replace the FiP gasket in accordance with Figure 4 and repeat the leak test until no leak is found".

#### (i) Alternative Methods of Compliance (AMOCs)

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

(2) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, AIR-520, Continued Operational Safety Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

#### (j) Additional Information

For more information about this AD, contact Erica Bayles, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 907-271-5844; email: *erica.e.bayles@faa.gov*.

#### (k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 737-57A1359 RB, dated October 3, 2025.

(ii) [Reserved]

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

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

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

Issued on March 23, 2026.

**Peter A. White,**

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

[FR Doc. 2026-05843 Filed 3-25-26; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF THE TREASURY

### Internal Revenue Service

#### 26 CFR Part 300

[REG-108673-25]

RIN 1545-BR56

#### Preparer Tax Identification Number (PTIN) User Fee Update; Hearing

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice of proposed rulemaking; notice of hearing.

**SUMMARY:** This document provides a notice of public hearing on the notice of proposed rulemaking (REG-108673-25) published in the **Federal Register** on Tuesday, September 30, 2025. The notice of proposed rulemaking by cross-reference to the interim final regulations published in the **Federal Register** on Tuesday, September 30, 2025, proposed to amend the current regulations to reduce from \$11 to \$10 the amount of the user fee imposed on tax return preparers to apply for or renew a preparer tax identification number (PTIN) plus an amount payable directly to the third party contractor.

**DATES:** The hearing is scheduled to be held on April 24, 2026, at 10:00 a.m. ET. The IRS must receive speakers' outlines of the topics to be discussed by April 2, 2026. If no outlines are received by April 2, 2026, the hearing will be cancelled.

**ADDRESSES:** The hearing is being held in the Auditorium, at the Internal Revenue Service Building, 1111 Constitution Avenue NW, Washington, DC. Due to security procedures, visitors must enter at the Constitution Avenue entrance. In addition, all visitors must present a valid photo identification to enter the building. Because of access restrictions, visitors will not be admitted beyond the immediate entrance area more than 30 minutes before the hearing starts. Participants may alternatively testify or attend the hearing by telephone.

Send an outline of topic submission electronically via the Federal eRulemaking Portal at *www.regulations.gov* (indicate IRS and REG-108673-25). Send paper