

Proposed Rules

Federal Register

Vol. 91, No. 157

Monday, August 17, 2026

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.

DEPARTMENT OF AGRICULTURE

Food and Nutrition Administration

7 CFR Parts 272, 274, and 277

[FNS–2026–0595]

RIN 0584–AF22

Supplemental Nutrition Assistance Program: Changes in Federal-State Administrative Cost Sharing; Extension of Comment Period

AGENCY: Food and Nutrition Administration (FNA), USDA.

ACTION: Proposed rule; extension of comment period.

SUMMARY: The U.S. Department of Agriculture's (USDA) Food and Nutrition Administration (FNA) is extending the public comment period on the proposed rule, "Supplemental Nutrition Assistance Program: Changes in Federal-State Administrative Cost Sharing," which was published in the **Federal Register** on June 24, 2026. This action extends the public comment period from August 24, 2026, to September 8, 2026, to give the public additional time to review the proposed rule.

DATES: The comment period for the proposed rule published June 24, 2026, at 91 FR 37837, is extended. To be assured of consideration, comments on this proposed rule must be received by FNA on or before September 8, 2026.

ADDRESSES: FNA invites interested persons to submit comments on this proposed rule. Comments may be submitted by any of the following methods:

- Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- Mail:* Send comments to Maribelle Balbes, Food and Nutrition Administration, USDA, 1320 Braddock Place, Alexandria, VA 22314, SM.FN.SNAPSAB@usda.gov.
- Email:* Send comments to SM.FN.SNAPSAB@usda.gov. Include

Docket ID Number FNA–2026–0034 and rule title in the subject line of the message.

—All comments submitted in response to this proposed rule will be included in the record and will be made available to the public. Please be advised that the substance of the comments and the identity of the individuals or entities submitting the comments will be subject to public disclosure. FNS will make the comments publicly available on the internet via <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Maribelle Balbes, FNA, 1320 Braddock Place, Alexandria, VA 22314, 703–605–4272, and SM.FN.SNAPSAB@usda.gov.

SUPPLEMENTARY INFORMATION: In response to section 10106 of Public Law 119–21, the One Big Beautiful Bill Act of 2025, this proposed rule would amend the Supplemental Nutrition Assistance Program (SNAP) regulations to codify the reduction of the amount of the Federal Government's share of annual SNAP State administrative costs from 50 percent to 25 percent, effective beginning in fiscal year 2027. The Department published the proposed rule in the **Federal Register** on June 24, 2026, at 91 FR 37837. This action extends the public comment period from August 24, 2026, to September 8, 2026, to give the public additional time to review the proposed rule and supporting documentation.

Eve Stoodly,

Deputy Administrator of Nutrition Research and Regulations, Food and Nutrition Administration.

[FR Doc. 2026–16760 Filed 8–14–26; 8:45 am]

BILLING CODE 3410–30–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–8781; Project Identifier MCAI–2024–00182–E]

RIN 2120–AA64

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to adopt a new airworthiness directive (AD) for all Rolls-Royce Deutschland Ltd & Co KG (RRD) Model Trent XWB–75, XWB–79, XWB–79B, and XWB–84 engines. This proposed AD was prompted by reports of differential oil pressure measurements that were lower than expected on in-service engines. This proposed AD would require modification of the engine with an improved front bearing housing oil feed tube assembly. This proposed AD would also prohibit the installation of an affected front bearing housing oil feed tube assembly on any engine. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM by October 1, 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](http://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](http://www.regulations.gov) under Docket No. FAA–2026–8781; 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, the mandatory continuing airworthiness information (MCAI), any comments received, and other information. The street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For European Union Aviation Safety Agency (EASA) material identified in this proposed 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 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, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

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:

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 **ADDRESSES**. Include “Docket No. FAA-2026-8781; Project Identifier MCAI-2024-00182-E” 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 Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198. Any commentary that the FAA receives which is not specifically

designated as CBI will be placed in the public docket for this rulemaking.

Background

EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2024-0070, dated March 14, 2024 (EASA AD 2024-0070) (also referred to as the MCAI), to correct an unsafe condition on RRD Model Trent XWB-75, XWB-79, XWB-79B, and XWB-84 engines. The MCAI states that occurrences have been reported of in-service engines measuring differential oil pressures that were lower than expected. A manufacturer investigation identified a need to restrict excess oil supply to the front bearing housing bearing chamber because oil pressure could drop below the amber limit during operation at the extremes of the flight envelope. To address this potential unsafe condition, RRD developed a modification that introduced an improved oil tube assembly that re-distributes the oil flow between all bearing chambers and gearboxes, thereby increasing the overall differential oil pressure within the oil feed system. RRD also published service material with instructions for replacement of affected front bearing housing oil feed tube assemblies with the improved modification assemblies. The FAA is proposing this AD to prevent oil pressure from dropping below the safe operating range. This condition, if not addressed, could result in front bearing housing bearing chamber firing, which could lead to an engine in-flight shutdown (IFSD) or dual IFSD with consequent reduced control or loss of control of the airplane.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-8781.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2024-0070, which specifies procedures for modification of the engine with an improved front bearing housing oil feed tube assembly. EASA AD 2024-0070 also prohibits the installation of an affected front bearing housing oil feed tube assembly on any engine. 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.

FAA’s Determination

These products have been approved by the civil aviation authority (CAA) 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 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.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in the MCAI, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this proposed AD.

Explanation of Required Compliance Information

In the FAA’s ongoing efforts to improve the efficiency of the AD process, the FAA developed a process to use some CAA ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has been coordinating this process with manufacturers and CAAs. As a result, the FAA proposes to incorporate EASA AD 2024-0070 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2024-0070 in its entirety through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in EASA AD 2024-0070 does not mean that operators need comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in EASA AD 2024-0070. Material required by EASA AD 2024-0070 for compliance will be available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2026-8781 after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 80 engines installed on 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
Modification of front bearing housing oil feed tube assembly.	3.5 work-hours × \$85 per hour = \$297.50	\$6,375	\$6,672.50	\$533,800

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:
- Rolls-Royce Deutschland Ltd & Co KG:**
Docket No. FAA–2026–8781; Project Identifier MCAI–2024–00182–E.
- (a) Comments Due Date**
- The FAA must receive comments on this airworthiness directive (AD) by October 1, 2026.
- (b) Affected ADs**
- None.
- (c) Applicability**
- This AD applies to all Rolls-Royce Deutschland Ltd & Co KG Model Trent XWB–75, XWB–79, XWB–79B and XWB–84 engines.
- (d) Subject**
- Joint Aircraft System Component (JASC) Code 7931, Engine Oil Pressure.
- (e) Unsafe Condition**
- This AD was prompted by reports of differential oil pressures that were lower than expected on in-service engines. The FAA is issuing this AD to prevent oil pressure from dropping below the safe operating range. The unsafe condition, if not addressed, could result in front bearing housing bearing chamber firing, which could lead to an engine in-flight shutdown (IFSD) or dual IFSD with consequent reduced control or loss of control of the airplane.
- (f) Compliance**
- Comply with this AD within the compliance times specified, unless already done.
- (g) Required Actions**
- Except as specified in paragraphs (h) and (i) of this AD: Perform all required actions within the compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) EASA AD 2024–0070, dated March 14, 2024 (EASA AD 2024–0070).
- (h) Exceptions to EASA AD 2024–0070**
- (1) Where EASA AD 2024–0070 refers to its effective date, this AD requires using the effective date of this AD.
- (2) Where the service material referenced in EASA AD 2024–0070 specifies to discard

certain parts, this AD requires those parts be removed from service.

(3) This AD does not adopt the “Remarks” paragraph of EASA AD 2024–0070.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2024–0070 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) 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 local Flight Standards District Office, as appropriate. If sending information directly to the manager of the AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k) 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 local flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7146; email: barbara.caufield@faa.gov.

(l) 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) European Union Aviation Safety Agency (EASA) AD 2024–0070, dated March 14, 2024.

(ii) [Reserved]

(3) For 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 find this material on the EASA website at ad.easa.europa.eu.

(4) 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.

(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 August 12, 2026.

Brian Knaup,

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

[FR Doc. 2026–16705 Filed 8–14–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–9901; Airspace Docket No. 26–ASW–13]

RIN 2120–AA66

Revocation of Class E Airspace; Santa Elena, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to revoke the Class E airspace at Diamond “O” Ranch Airport, Santa Elena, TX. The FAA is proposing this action due to the instrument procedures being cancelled and the decommissioning of the Santa Elena radio beacon (RBN).

DATES: Comments must be received on or before October 1, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2026–9901 and Airspace Docket No. 26–ASW–13 using any of the following methods:

* *Federal eRulemaking Portal:* Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W58–213, West Building, 5th Floor, Washington, DC 20590–0001.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New

Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Raul Garza Jr., Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5874.

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 would remove the Class E airspace at the affected airport because it is no longer needed to support IFR operations.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting

on this proposal, the FAA will consider all comments it received on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov as described in the system of records notice (DOT/ALL–14FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA’s web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office (see the **ADDRESSES** section for the address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the Federal Aviation Administration, Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Incorporation by Reference

Class E airspace relevant to this action is published in paragraph 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 proposes to amend the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These updates would 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 Proposal

The FAA is proposing an amendment to 14 CFR part 71 that would remove the Class E airspace extending upward from 700 ft. above the surface at Diamond “O” Ranch Airport, Santa Elena, TX due