

Rules and Regulations

Federal Register

Vol. 91, No. 203

Thursday, October 22, 2026

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

FEDERAL RETIREMENT THRIFT INVESTMENT BOARD

5 CFR Part 1653

Court Orders and Legal Processes Affecting Thrift Savings Plan Accounts

CFR Correction

This rule is being published by the Office of the Federal Register to correct an editorial or technical error that appeared in the most recent annual revision of the Code of Federal Regulations.

■ In Title 5 of the Code of Federal Regulations, Part 1200 to End, revised as of January 1, 2026, in section 1653.5, paragraph (I) is reinstated to read as follows:

§ 1653.5 Payment.

* * * * *

(I) A properly paid court order payment cannot be returned to the TSP.

* * * * *

[FR Doc. 2026-21598 Filed 10-21-26; 8:45 am]

BILLING CODE 0099-10-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2025-3998; Project Identifier AD-2025-00432-E; Amendment 39-23500; AD 2026-21-11]

RIN 2120-AA64

Airworthiness Directives; General Electric Company Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain General Electric Company (GE) Model CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5A2, CF34-8C5B1, CF34-8E2, CF34-8E2A1, CF34-8E5, CF34-8E5A1,

CF34-8E5A2, CF34-8E5A2HA, CF34-8E6, and CF34-8E6A1 engines. This AD was prompted by reports of in-flight “Engine Degraded” messages from the engine indicating and crew alerting system (EICAS) due to corrosion of the variable geometry (VG) system actuator. This AD requires removing certain electronic engine control (EEC) full authority digital electronic control (FADEC) software versions from service and installing an updated EEC FADEC software that is eligible for installation. The FAA is issuing this AD to address the unsafe condition on these products. **DATES:** This AD is effective November 27, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA-2025-3998; 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.

FOR FURTHER INFORMATION CONTACT:

Daiyun Fang, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (206) 910-0063; email: daiyun.fang@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 GE Model CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5A2, CF34-8C5B1, CF34-8E2, CF34-8E2A1, CF34-8E5, CF34-8E5A1, CF34-8E5A2, CF34-8E5A2HA, CF34-8E6, and CF34-8E6A1 engines. The NPRM was published in the **Federal Register** on November 18, 2025 (90 FR 51590). The NPRM was prompted by three separate events involving airplanes with Model GE CF34-8C5 engines installed in which “Engine Degraded” messages were received from the EICAS during flight. A subsequent investigation by the manufacturer revealed that these engines had been operated infrequently over the two-year period prior to these events and stored in close proximity to a saltwater coastline. The investigation

further revealed the VG actuation lever arms were stuck due to corrosion between the high-pressure compressor case and vane bushings, which increased the VG actuation loads and slowed the VG response. As a result of this increase, the VG command and actual positions exceeded acceptable disagreement parameters, triggering an EICAS “Engine Degraded” message. In response to the “Engine Degraded” message, the manufacturer and FAA determined that certain versions of the EEC FADEC software installed on GE Model CF34-8E and CF34-8C engines can potentially reduce the engine to idle and lock the throttle until the engine is shut down and restarted. In the NPRM, the FAA proposed to require removal of certain EEC FADEC software versions from service and installation of updated EEC FADEC software that is eligible for installation. 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 three commenters. The commenters were the Airline Pilots Association, International (ALPA), the Citizens Rulemaking Alliance, and Horizon Air. The following presents the comments received on the NPRM and the FAA’s response to each comment.

Support for the NPRM

ALPA expressed support for the NPRM.

Request To Justify Forgoing Notice and Comment or Issue an NPRM

The Citizens Rulemaking Alliance requested that the FAA place a detailed analysis in the AD docket explaining why prior notice and comment were impracticable for each requirement and why the selected compliance times necessitated immediate issuance. Alternatively, the commenter requested that the FAA either convert this action to an interim final rule limited to actions necessary to mitigate any immediate risk and simultaneously issue an NPRM to solicit comment for 30 to 60 days on non-emergency actions. The commenter asserted the FAA has not adequately justified use of the good cause exception to bypass notice and comment and the 30-day delayed