Proposed Rules

Federal Register
Vol. 91, No. 218
Friday, November 13, 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

Federal Crop Insurance Corporation

7 CFR Part 457

[Docket ID FCIC–21–0007]

RIN 0563–AC75

Common Crop Insurance Regulations; Apple Crop Insurance Provisions; Withdrawal

AGENCY: Federal Crop Insurance Corporation, U.S. Department of Agriculture (USDA).

ACTION: Notice of withdrawal of proposed rule.

SUMMARY: This action informs the public that the Federal Crop Insurance Corporation (FCIC) is withdrawing a notice of proposed rulemaking with request for comments published in the **Federal Register** on December 16, 2021, titled Common Crop Insurance Regulations, Apple Crop Insurance Provisions. FCIC has determined that rulemaking is not necessary or appropriate at this time based on comments received in response to the proposed changes. If FCIC decides to pursue future regulatory action on this topic, it will issue a new proposed rule.

DATES: As of November 13, 2026, the proposed rule with request for comments published on December 16, 2021, at 86 FR 71396, is withdrawn.

FOR FURTHER INFORMATION CONTACT: Chandra Place; telephone: (816) 926–3875; or email: *Chandra.Place@usda.gov.* Individuals with disabilities who require alternative means for communication should contact the USDA Target Center at (202) 720–2600 (voice and text telephone (TTY mode)) or dial 711 for Telecommunications Relay Service (both voice and text telephone users can initiate this call from any telephone).

SUPPLEMENTARY INFORMATION: FCIC is withdrawing the notice of proposed rulemaking with request for comments published on December 16, 2021 (86 FR 71396). FCIC no longer intends to issue a final rule with respect to this proposal. If FCIC decides to pursue future regulatory action on this topic, it will issue a new proposed rule.

On December 16, 2021, FCIC published a proposed rule to revise the regulations related to the Common Crop Insurance Regulations, Apple Crop Insurance Provisions. The intended effect of the rule was to provide policy changes to better meet the needs of apple producers; to address program vulnerabilities that have caused increased loss ratios and rising premium costs; and to provide safeguards against fraud, waste, and abuse. FCIC initially requested public comments within 60 days after publication; however, at the request of stakeholders, FCIC extended the comment period by an additional 60 days. After reviewing the public comments, the Risk Management Agency (RMA), on behalf of FCIC, conducted multiple rounds of listening sessions nationwide to gather additional feedback from stakeholders. FCIC understands, based on the public comments and additional feedback, that the proposed changes would not have had the intended effect.

Therefore, as of November 13, 2026, the proposed rule with request for comments published on December 16, 2021, at 86 FR 71396, is withdrawn. If FCIC decides to pursue future regulatory action on this topic, it will do so by publishing a new proposed rule or other issuance consistent with the requirements of the Administrative Procedure Act, as applicable.

Patricia Swanson,

Manager, Federal Crop Insurance Corporation.

[FR Doc. 2026–23123 Filed 11–12–26; 8:45 am]

BILLING CODE 3410–08–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13813; Project Identifier AD–2026–00061–E]

RIN 2120–AA64

Airworthiness Directives; General Electric Company 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 certain General Electric Company (GE) Model GE Passport 20–17BB1A, GE Passport 20–18BB1A, GE Passport 20–19BB1A, and GE Passport 20–19BB1B engines. This proposed AD was prompted by an engine in-flight shutdown (IFSD) due to an engine fire caused by fuel leakage within the engine core compartment. This proposed AD would require replacement of a certain start bleed valve (SBV) fuel tube with a redesigned SBV fuel tube. 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 December 28, 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.* 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* under Docket No. FAA–2026–13813; 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.

FOR FURTHER INFORMATION CONTACT: Traevis Joshlin, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (817) 228–3634; email: *traevis.l.joshlin@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–2026–13813; Project Identifier AD–2026–00061–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 revise 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,* 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 Traevis Joshlin, 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

The FAA received a report that a GE Passport 20 engine experienced a fire warning and a subsequent IFSD. A manufacturer investigation revealed that hot gas leakage at the high-pressure compressor (HPC) case split line eroded an SBV fuel tube, which caused fuel leakage and an engine core compartment fire. As a result, the manufacturer redesigned the SBV fuel tube to prevent erosion from hot gas impingement. This condition, if not addressed, could result in engine fire and damage to the airplane.

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.

Proposed AD Requirements in This NPRM

This proposed AD would require replacement of a certain SBV fuel tube with a redesigned SBV fuel tube.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 126 engines installed on aircraft 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
Replacement of SBV fuel tube	36 work-hours × $85 per hour = $3,060	$1,997	$5,057	$637,182

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:

General Electric Company: Docket No. FAA–2026–13813; Project Identifier AD–2026–00061–E.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by December 28, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all General Electric Company (GE) Model GE Passport 20–17BB1A, GE Passport 20–18BB1A, GE Passport 20–19BB1A, and GE Passport 20–19BB1B engines with a start bleed valve (SBV) fuel tube installed having part number (P/N) 2721M52G01.

(d) Subject

Joint Aircraft System Component (JASC) Code 7310, Engine Fuel Distribution.

(e) Unsafe Condition

This AD was prompted by an engine in-flight shutdown due to an engine fire caused by fuel leakage within the engine core compartment. The FAA is issuing this AD to prevent SBV fuel tube erosion. The unsafe condition, if not addressed, could result in engine fire and damage to the airplane.

(f) Compliance

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

(g) Required Actions

Before the affected SBV fuel tube has accumulated 2,750 flight hours time since new or within 250 flight hours, whichever occurs later after the effective date of this AD, remove the affected SBV fuel tube from service and replace with an SBV fuel tube having P/N 3179M50G01.

(h) 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 (i) 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.

(i) Additional Information

For more information about this AD, contact Traevis Joshlin, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (817) 228–3634; email: *traevis.l.joshlin@faa.gov*.

(j) Material Incorporated by Reference

None.

Issued on November 9, 2026.

Brian Knaup,

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

[FR Doc. 2026–23116 Filed 11–12–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13810; Project Identifier AD–2026–00233–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) for all The Boeing Company Model 747–400 and 747–400F series airplanes. This proposed AD was prompted by a report of an overheated alternating current motor pump (ACMP) that caused a fire in the main landing gear (MLG) wheel well. This proposed AD would require a maintenance records check or inspection for any installed ACMP with a certain part number and applicable on-condition actions. This proposed AD would also prohibit the installation of affected parts. 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 December 28, 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.* 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* under Docket No. FAA–2026–13810; 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 Westminster 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.

FOR FURTHER INFORMATION CONTACT: Joshua Baek, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–6725; email: *Joshua.Y.Baek@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–2026–13810; Project Identifier AD–2026–00233–T'' 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,* including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this NPRM.

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