PENALTIES APPLICABLE TO FEDERAL SAVINGS ASSOCIATIONS—Continued

U.S. Code citation	CMP description	Maximum penalty amount (in dollars) [1]
712 U.S.C. 1817(j)(16)	Violation of Change in Bank Control Act:	
	Tier 1	12,567
	Tier 2	62,829
	Tier 3	[2] 2,513,215
12 U.S.C. 1818(i)(2) [3]	Violation of Law, Unsafe or Unsound Practice, or Breach of Fiduciary Duty:	
	Tier 1	12,567
	Tier 2	62,829
	Tier 3	[2] 2,513,215
12 U.S.C. 1820(k)(6)(A)(ii)	Violation of Post-Employment Restrictions: Per violation	413,388
12 U.S.C. 1832(c)	Violation of Withdrawals by Negotiable or Transferable Instruments for Transfers to Third Parties: Per violation.	3,318
12 U.S.C. 1884	Violation of the Bank Protection Act.	365
12 U.S.C. 1972(2)(F)	Violation of Provisions regarding Correspondent Accounts, Unsafe or Unsound Practices, or Breach of Fiduciary Duty:	
	Tier 1	12,567
	Tier 2	62,829
	Tier 3	[2] 2,513,215
15 U.S.C. 78u–2(b)	Violations of Various Provisions of the Securities Act, the Securities Exchange Act, the Investment Company Act, or the Investment Advisers Act:	
	1st Tier (natural person)—Per violation	11,823
	1st Tier (other person)—Per violation	118,225
	2nd Tier (natural person)—Per violation	118,225
	2nd Tier (other person)—Per violation	591,106
	3rd Tier (natural person)—Per violation	236,451
	3rd Tier (other person)—Per violation	1,182,251
15 U.S.C. 1639e(k)	Violation of Appraisal Independence Requirements:	
	First violation	14,435
	Subsequent violations	28,866
42 U.S.C. 4012a(f)(5)	Flood Insurance: Per violation	2,730

[1] The maximum penalty amount is per day, unless otherwise indicated.
[2] The maximum penalty amount for a Federal savings association is the lesser of this amount or 1 percent of total assets.
[3] These amounts also apply to statutes that cross-reference 12 U.S.C. 1818, such as 12 U.S.C. 2804, 3108, 3349, 4309, and 4717 and 15 U.S.C. 1607, 1681s, 1691c, and 1692l.

Adam J. Cohen,

Senior Deputy Comptroller and Chief Counsel, Office of the Comptroller of the Currency.

[FR Doc. 2026–23851 Filed 11–23–26; 8:45 am]

BILLING CODE 4810–33–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13828; Project Identifier AD–2026–01191–T; Amendment 39–23529; AD 2026–24–05]

RIN 2120–AA64

Airworthiness Directives; The Boeing Company Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2026–21–08, which applied to certain The Boeing Company Model 737–700, –700C, –800, and –900ER series airplanes. AD 2026–21–08 required a detailed inspection of the left- and right-side form-in-place (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. Since the FAA issued AD 2026–21–08, the FAA has determined that the compliance time exception specified in paragraph (h) of AD 2026–21–08 omits reference to a certain date. This AD retains all of the requirements of AD 2026–21–08 and adds the omitted reference to the compliance time exception specified in paragraph (h) of this AD. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 1, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 1, 2026 (91 FR 67448, October 27, 2026).

The FAA must receive comments on this AD by December 24, 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* by searching for and locating Docket No. FAA–2026–13828; 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 street address for Docket Operations is listed above.

Material Incorporated by Reference:

- For Boeing material identified in this 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. It is also available at *regulations.gov* under Docket No. FAA–2026–13828.

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.*

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written data, views, or arguments about this final rule. Send your comments using a method listed under the **ADDRESSES** section. Include ''Docket No. FAA–2026–13828 and Project Identifier AD–2026–01191–T'' at the beginning of your comments. The most helpful comments reference a specific portion of the final rule, 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 final rule 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 final rule.

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 AD 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 AD, 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 AD. 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.* 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 issued AD 2026–21–08, Amendment 39–23497 (91 FR 67448, October 27, 2026) (AD 2026–21–08), for certain The Boeing Company Model 737–700, –700C, –800, and –900ER series airplanes. AD 2026–21–08 required 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. AD 2026–21–08 was prompted by a leak through the 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 the manufacturer to apply non-permitted sealant 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 issued AD 2026–21–08 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.

Actions Since AD 2026–21–08 Was Issued

Since the FAA issued AD 2026–21–08, the FAA has determined that there is an error in the compliance time exception specified in paragraph (h) of AD 2026–21–08. The FAA omitted reference to the Revision 1 date of Boeing Alert Requirements Bulletin 737–57A1359 RB in the compliance time exception specified in paragraph (h) of AD 2026–21–08. The FAA has added reference to the Revision 1 date of Boeing Alert Requirements Bulletin 737–57A1359 RB in the compliance time exception specified in paragraph (h) of this AD.

FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Material Incorporated by Reference Under 1 CFR Part 51

This AD requires Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026, which the Director of the Federal Register approved for incorporation by reference as of December 1, 2026 (91 FR 67448, October 27, 2026). 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.

AD Requirements

Although this AD does not explicitly restate the requirements of AD 2026–21–08, this AD retains all of the requirements of AD 2026–21–08. Those requirements are referenced in the material referenced previously, which in turn is referenced in paragraph (g) of this AD.

This AD adds the omitted reference to the compliance time exception specified in paragraph (h) of this AD. This AD requires accomplishing the actions specified in the material already described, except for any differences identified as exceptions in the regulatory text of this AD.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for ''good cause,'' finds that those procedures are ''impracticable, unnecessary, or contrary to the public interest.'' Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

The FAA is superseding AD 2026–21–08 to correct an error in paragraph (h) of AD 2026–21–08. The FAA omitted reference to the Revision 1 date of Boeing Alert Requirements Bulletin 737–57A1359 RB in the compliance time exception specified in paragraph (h) of AD 2026–21–08. This AD requires using the effective date of this AD, instead of the original issue date or the Revision 1 issue date of Boeing Alert Requirements Bulletin 737–57A1359 RB, which provides operators additional time to complete the required actions. The FAA has determined that the change imposes no additional burden on any operator. The FAA has made no other changes to the requirements published in AD 2026–21–08.

Accordingly, notice and opportunity for prior public comment are unnecessary, pursuant to 5 U.S.C. 553(b). In addition, for the foregoing reason(s), the FAA finds that good cause

exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 1,030 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
Inspection and leak test (retained actions from AD 2026–21–08).	2 work-hours × $85 per hour = $170	$0	$170	$175,100

The new requirements of this AD add no additional economic burden.

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

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, and

(2) Will not affect intrastate aviation in Alaska.

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:

■ a. Removing Airworthiness Directive (AD) 2026–21–08, Amendment 39–23497 (91 FR 67448, October 27, 2026); and

■ b. Adding the following new AD:

2026–24–05 The Boeing Company: Amendment 39–23529; Docket No. FAA–2026–13828; Project Identifier AD–2026–01191–T.

(a) Effective Date

This airworthiness directive (AD) is effective December 1, 2026.

(b) Affected ADs

This AD replaces AD 2026–21–08, Amendment 39–23497 (91 FR 67448, October 27, 2026) (AD 2026–21–08).

(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, Revision 1, dated June 25, 2026.

(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, Revision 1, dated June 25, 2026, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737–57A1359, Revision 1, dated June 25, 2026, which is referred to in Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026.

(h) Exceptions to Requirements Bulletin Specifications

Where the Compliance Time columns of the tables in the ''Compliance'' paragraph of Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026, refer to the original issue date or the Revision 1 date of Requirements Bulletin 737–57A1359 RB, this AD requires using the effective date of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Requirements Bulletin 737–57A1359 RB, dated October 3, 2025, except as specified by paragraphs (i)(1) through (3) of this AD:

(1) 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''.

(2) 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''.

(3) 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''.

(j) 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 (k)(1) 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.

(k) Additional Information

(1) 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.*

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (l)(4) of this AD.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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 this AD specifies otherwise.

(3) The following material was approved for IBR on December 1, 2026 (91 FR 67448, October 27, 2026).

(i) Boeing Alert Requirements Bulletin 737–57A1359 RB, Revision 1, dated June 25, 2026.

(ii) [Reserved]

(4) For Boeing material identified in this 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.*

(5) 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.

(6) 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 November 20, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–23926 Filed 11–23–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–7239; Project Identifier MCAI–2025–01804–R; Amendment 39–23524; AD 2026–23–07]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus Helicopters Model H160–B helicopters. This AD was prompted by a determination that a gap without fire-resistant sealant (sealant) may be present in the cargo bay near the fuel segregation box. This AD requires inspecting for any missing sealant and, depending on findings, corrective action. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective December 29, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of December 29, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2026–7239; 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: