Proposed Rules

Federal Register
Vol. 91, No. 227
Friday, November 27, 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

7 CFR Part 2, 780, 781, and 5100

[Docket No. USDA–2026–0001]

RIN 0560–AI70

Agricultural Foreign Investment Disclosure Act of 1978

AGENCY: Office of Homeland Security, U.S. Department of Agriculture.

ACTION: Proposed rule; reopening of the comment period.

SUMMARY: On June 25, 2026, the United States Department of Agriculture (the Agency) published a proposed rule to update its regulations regarding the Agricultural Foreign Investment Disclosure Act of 1978 (AFIDA) (91 FR 38315) and requested public comment by August 10, 2026. The Agency is reopening the comment period in response to a request from stakeholders to extend the comment period to allow additional time for interested parties to review the proposed revisions and submit comments.

DATES: The comment period for the proposed rule published on June 25, 2026 (91 FR 38315), is reopened. Written comments must be received on or before December 11, 2026.

ADDRESSES: You may submit comments, identified by Docket ID: USDA–2026–0001, in the Federal eRulemaking Portal: *http://www.regulations.gov.* Follow the online instructions for submitting comments. All comments will be posted without change and will be publicly available on *www.regulations.gov.* Comments previously submitted during the initial 45-day public comment period (from June 25, 2026, through August 10, 2026) need not be resubmitted, as these comments are already incorporated into the public record and will be considered in the final rule.

FOR FURTHER INFORMATION CONTACT: Mr. Matt Allen, Director, USDA Office of Homeland Security, 1400 Independence Avenue SW, 1457–S, Washington, DC 20250; (202) 690–2681.

SUPPLEMENTARY INFORMATION: The revisions under the proposed rule reflect Congressional directives to establish a streamlined process for electronic submission and retention of disclosures made under AFIDA, including the deployment of an internet database. The proposed rule would also revise reporting requirements and strengthen enforcement measures. Through the implementation of modernization measures and expanded scope and depth of reporting, this proposed rule will help ensure the AFIDA regulations address foreign investment and ownership of American agricultural land, particularly as it might present a national security risk. After publication of the proposed rule and closure of the original comment period, USDA personnel received or participated in communications concerning the proposed rule. These communications are documented in the docket found at *https://www.regulations.gov,* identified by the docket number USDA–2026–0001 or RIN 0560–AI70. Reopening the comment period provides additional time for stakeholders to review the proposed regulatory changes and submit written comments.

Stephen A. Vaden,

Deputy Secretary.

[FR Doc. 2026–24143 Filed 11–25–26; 8:45 am]

BILLING CODE 3412–BA–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13833; Project Identifier MCAI–2026–00251–T]

RIN 2120–AA64

Airworthiness Directives; Airbus SAS 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 certain Airbus SAS Model A330–202, A330–243, A330–243F, A330–302, A330–323, A330–343, A330–841, and A330–941 airplanes. This proposed AD was prompted by an investigation that revealed a potential discrepant gap between the National Advisory Committee for Aeronautics (NACA) vent intake panel and horizontal tail plane skin. This proposed AD would require modification of the NACA vent intake panel installation on the horizonal tail plane. 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 January 11, 2027.

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–2026–13833; 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; telephone +49 221 8999 000; email *ADs@easa.europa.eu.* You may find this material on the EASA website at *ad.easa.europa.eu.* It is also available at *regulations.gov* under Docket No. FAA–2026–13833.
- 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: Anthony Decaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–5374; email: *anthony.d.decaro@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–2026–13833; Project Identifier MCAI–2026–00251–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.

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 Anthony Decaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–5374; email: *anthony.d.decaro@faa.gov*. 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 2026–0058, dated March 17, 2026 (EASA AD 2026–0058) (also referred to as the MCAI), to correct an unsafe condition for certain Airbus SAS Model A330–202, A330–243, A330–243F, A330–302, A330–323, A330–343, A330–841, and A330–941 airplanes. The MCAI states that an investigation revealed a potential discrepant gap between NACA vent intake panel 346AB and horizontal tail plane skin. The consequence of this deviation is the lack of tightness and clamping in the access panel. This condition, if not corrected, could lead to a fuel leak through the access panel edge, possibly resulting in improper protection against lightning ignition risk, and increased risk of a fire.

The FAA is proposing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–13833.

Material Incorporated by Reference Under 1 CFR Part 51

EASA AD 2026–0058 specifies procedures for replacing each screw part number (P/N) NAS1153V9, installed on NACA vent intake panel 346AB, with screw P/N NAS1153V8. EASA AD 2026–0058 also prohibits the installation of any screw with P/N NAS1153V9 on NACA vent intake panel 346AB.

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 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 in other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in EASA AD 2026–0058 described previously, 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 civil aviation authority (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 2026–0058 by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2026–0058 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 2026–0058 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 2026–0058. Material required by EASA AD 2026–0058 for compliance will be available at *regulations.gov* under Docket No. FAA–2026–13833; after the FAA final rule is published.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 43 airplanes of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
4 work-hours × $85 per hour = $340	$780	$1,120	$48,160

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:

Airbus SAS: Docket No. FAA–2026–13833; Project Identifier MCAI–2026–00251–T.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by January 11, 2027.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A330–202, A330–243, A330–243F, A330–302, A330–323, A330–343, A330–841, and A330–941 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2026–0058, dated March 17, 2026 (EASA AD 2026–0058).

(d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers.

(e) Unsafe Condition

This AD was prompted by an investigation that revealed a potential discrepant gap between the National Advisory Committee for Aeronautics (NACA) vent intake panel and horizontal tail plane skin. The FAA is issuing this AD to address this potential discrepant gap. The unsafe condition, if not addressed, could lead to a fuel leak through the access panel edge, possibly resulting in improper protection against lightning ignition risk, and increased risk of a fire.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2026–0058.

(h) Exceptions to EASA AD 2026–0058

(1) Where EASA AD 2026–0058 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt the ''Remarks'' section of EASA AD 2026–0058.

(i) Additional AD Provisions

The following provisions also apply to this AD:

(1) *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 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 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 responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR–520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* Except as required by paragraph (i)(2) of this AD, if any material referenced in EASA AD 2026–0058 contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Additional Information

For more information about this AD, contact Anthony Decaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 562–627–5374; email: *anthony.d.decaro@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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2026–0058, dated March 17, 2026.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@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, 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 November 23, 2026.

Lona C. Saccomando,

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

[FR Doc. 2026–24122 Filed 11–25–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13834; Project Identifier AD–2026–00148–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 GE90–110B1 and GE90–115B engines. This proposed AD was prompted by a report of an aborted takeoff due to left engine failure caused by liberation of the interstage high-pressure turbine (HPT) rotor seal rim. This proposed AD would require determining the recalculated service life of the interstage HPT rotor seal and, depending on the results, replacing the interstage HPT rotor seal with a part eligible for installation. For certain engine populations, as an alternative to replacing the interstage HPT rotor seal, this proposed AD would require initial and repetitive ultrasonic inspections of the interstage HPT rotor seal for cracks and, depending on the results, removing the interstage HPT rotor seal from service. 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 January 11, 2027.

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–2026–13834; 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 GE material identified in this proposed AD, contact the General Electric Company, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552–3272; email: *aviation.fleetsupport@ge.com;* website: *ge.com.*
- 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: Molly Sturgis, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (562) 627–5373; email: *molly.a.sturgis@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–2026–13834; Project Identifier AD–2026–00148–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 Molly Sturgis, 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

On October 19, 2019, a Boeing Model 777 airplane powered by GE Model GE90–115B engines experienced an engine failure that resulted in an aborted takeoff. A manufacturer investigation revealed that the engine failure was caused by rim liberation of the interstage HPT rotor seal. Additional root cause analysis revealed that the rim liberation was the result of high cycle fatigue cracks that initiated at the interstage seal web holes due to atypical intermittent operating conditions with short durations. As a result, the FAA issued Emergency AD 2019–21–51, Amendment 39–19798 (84 FR 64195, November 21, 2019) for certain GE GE90–115B model turbofan engines; Emergency AD 2020–01–55, Amendment 39–19838 (85 FR 8386, February 14, 2020) for certain GE GE90–110B1 and GE90–115B model turbofan engines; AD 2020–10–04, Amendment 39–21122 (85 FR 27909, May 12, 2020) for all GE GE90–110B1 and GE90–115B model turbofan engines with a certain interstage HPT rotor seal installed; and AD 2024–06–15, Amendment 39–22720 (89 FR 33215, April 29, 2024; corrected May 13, 2024 (89 FR 41304)) for certain GE Model GE90–110B1 and GE90–115B engines to remove affected parts from engines that had accumulated high flight cycles (FCs). Since the FAA issued those ADs, the affected engines have continued to accumulate FCs, and the manufacturer has published service material with revised instructions for calculating removal thresholds for the interstage HPT rotor seal. This condition, if not addressed, could result in release of high-energy debris, damage to the engine, damage to the airplane, and possible loss of the airplane.