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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.

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DEPARTMENT OF AGRICULTURE

Federal Crop Insurance Corporation

7 CFR Parts 400 and 460

RIN 0563–AC90

Removal of Obsolete Regulations

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

ACTION: Final rule.

SUMMARY: Risk Management Agency (RMA), on behalf of the Federal Crop Insurance Corporation (FCIC), is in the process of reviewing all regulations within its purview to reduce regulatory burdens and costs. Pursuant to this review, FCIC has identified the following obsolete, unnecessary, and outdated provisions in title 7 of the Code of Federal Regulation (CFR). FCIC is removing these provisions to streamline and clarify the dictates of title 7. The changes in this rule will have no impacts on past or present FCIC customers.

DATES: This rule is effective August 14, 2025.

FOR FURTHER INFORMATION CONTACT: Sherrie Grimm; telephone: (202) 401–0062; email: Sherrie.Grimm@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:

Background

The President's Executive Order 14219 of February 19, 2025, *Ensuring Lawful Governance and Implementing the President's "Department of Government Efficiency" Deregulatory Initiative*, 90 FR 10583, and subsequent

implementing memorandum directed all agency heads to review regulations within their purview and rescind those that are, among other things, unlawful or unnecessary. FCIC has undertaken such a review and is accordingly rescinding the following provisions from title 7.

Regulatory Certifications

Executive Orders

This document does not meet the criteria for a significant regulatory action as specified by Executive Order (E.O.) 12866. This action also has no federalism or tribal implications and will not impose substantial unreimbursed compliance costs on States, local governments, or Indian Tribal governments. Therefore, impact statements are not required under E.O. 13132 or 13175.

Environmental Evaluation

This rule will have no significant effect on the human environment; therefore, neither an environmental assessment nor impact statement is required.

Paperwork Reduction Act

This rule does not contain reporting or recordkeeping requirements subject to the Paperwork Reduction Act.

Explanation of Provisions

The regulations removed are:

Actual Production History (7 CFR Part 400)

The regulations at 7 CFR part 400 subpart G were transferred to 7 CFR 457.8. The coverage offered in the program was moved in the CFR but not eliminated, rendering this specific regulation obsolete and redundant. Thus, for the reasons explained in the preamble, FCIC is eliminating this part to streamline title 7.

Prevented Planting Supplemental Disaster Payments (7 CFR Part 460)

FCIC is eliminating the regulations at 7 CFR part 460 subpart A. This subpart specifies the terms and conditions of prevented planting supplemental disaster payments. Prevented planting supplemental disaster payments provide additional compensation to producers prevented from planting crops insured under crop insurance policy reinsured by Federal Crop Insurance Corporation due to disaster-related conditions.

However, these payments were only available in 2019. Therefore, pursuant to the reasoning laid out in the preamble, FCIC is rescinding the regulations found at part 460 subpart A.

Pandemic Cover Crop Program (7 CFR Part 460)

FCIC is eliminating the regulations at 7 CFR part 460 subpart B. This subpart specifies the terms and conditions of the Pandemic Cover Crop Program. Program premium support was limited to eligible producers for eligible insured acres during the 2021 and 2022 crop seasons. As this time period has passed, these regulations are obsolete. Therefore, FCIC is rescinding part 460 subpart B pursuant to the reasons laid out in the preamble.

List of Subjects

7 CFR Part 400

Actual production history coverage plan, Crop insurance.

7 CFR Part 460

Crop insurance, Disaster assistance.

For the reasons stated in the preamble, FCIC amends 7 CFR parts 400 and 460 as follows:

PART 400—GENERAL ADMINISTRATIVE REGULATIONS

■ 1. The authority citation for part 400 continues to read as follows:

Authority: 7 U.S.C. 1506(1), 1506(o).

Subpart G—[Removed and Reserved]

■ 2. Under the authority of 7 U.S.C. 1506, 1516, remove and reserve subpart G.

PART 460—ADDITIONAL DISASTER PAYMENTS

■ 3. The authority citation for part 460 continues to read as follows:

Authority: 7 U.S.C. 1506(i) and 1506(o); Division N of the Consolidated Appropriations Act, 2021 (Pub. L. 116–260).

Subparts A and B—[Removed and Reserved]

■ 4. Under the authority of 7 U.S.C. 1506(i) and 1506(o); Division N of the Consolidated Appropriations Act, 2021

(Pub. L. 116–260), remove and reserve subparts A and B.

Patricia Swanson,

Manager, Federal Crop Insurance Corporation.

[FR Doc. 2025–15487 Filed 8–13–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2024–0454; Project Identifier MCAI–2023–00923–T; Amendment 39–23098; AD 2025–16–01]

RIN 2120–AA64

Airworthiness Directives; Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. This AD was prompted by a report of multiple in-service failures of engine feed check valves, which have resulted in fuel imbalance conditions in flight. This AD requires repetitive replacement of the left- and right-side engine feed check valves with new engine feed check valves and prohibits flight dispatch under certain conditions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 18, 2025.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 18, 2025.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2024–0454; 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:

- For Transport Canada material identified in this AD, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; telephone 888–663–3639; email *TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca*. You may find this material on the Transport Canada website at *tc.canada.ca/en/aviation*.

- 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–2024–0454.

FOR FURTHER INFORMATION CONTACT:

Joseph Catanzaro, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 516–228–7300; email *9-avs-nyaco-cos@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 all Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. The NPRM was published in the **Federal Register** on March 7, 2024 (89 FR 16486). The NPRM was prompted by AD CF–2023–59, dated July 26, 2023, issued by Transport Canada, which is the aviation authority for Canada (Transport Canada AD CF–2023–59). Transport Canada AD CF–2023–59 states that there have been multiple in-service failures of engine feed check valves, which have resulted in fuel imbalance conditions in flight. An investigation found that the engine feed check valve is subject to abnormal wear-out failures due to a severe operating environment in the engine fuel feed line. In the event of a failure of the check valve, flapper valve assembly items can become dislodged and contaminate the fuel system, potentially resulting in severe fuel imbalance or loss of fuel flow to the engine.

In the NPRM, the FAA proposed to require repetitive replacement of the left- and right-side engine feed check valves with new engine feed check valves, as specified in Transport Canada AD CF–2023–59.

You may examine Transport Canada AD CF–2023–59 in the AD docket at *regulations.gov* under Docket No. FAA–2024–0454.

The FAA issued a supplemental notice of proposed rulemaking (SNPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Airbus Canada Limited Partnership Model BD–500–1A10 and BD–500–1A11 airplanes. The SNPRM was published in the **Federal Register** on April 1, 2025 (90 FR 14343). The SNPRM was prompted by Transport Canada superseding Transport Canada AD CF–2023–59, and issuing Transport Canada AD CF–2024–20, dated June 5, 2024 (Transport Canada AD CF–2024–20) (also referred to as the MCAI). Transport Canada AD CF–2024–20 states that since issuance of Transport Canada AD CF–2023–59, the manufacturer determined that dispatching with either the left or right fuel alternating current (AC) boost pump inoperative can further exacerbate the risk of severe fuel imbalance, potentially leading to loss of fuel flow to both engines. The manufacturer issued Flight Operations Transmission (FOT) A220–FOT–28–00–001 to raise awareness of this issue and recommend certain dispatch restrictions. The MCAI retains the requirements of Transport Canada AD CF–2023–59, which is superseded, and prohibits dispatch with either the left or right fuel AC boost pump inoperative. In the SNPRM, the FAA proposed to require repetitive replacement of the left- and right-side engine feed check valves with new engine feed check valves and prohibit flight dispatch under certain conditions, as specified in Transport Canada AD CF–2024–20. The FAA is issuing this AD to address failure of the check valve. The unsafe condition, if not addressed, could result in severe fuel imbalance or loss of fuel flow to one or both engines.

Discussion of Final Airworthiness Directive

Comments

The FAA received comments from Air Line Pilots Association, International (ALPA) and JetBlue. The following presents the comments received on the SNPRM and the FAA’s response to each comment.

Request To Remove “Or Later Revision”

ALPA, while supporting other parts of the proposed AD, disagreed with allowing later revisions of service information as compliance documents as specified in the MCAI. ALPA stated that it does not support referencing a service bulletin that has not been finalized.

The FAA agrees to clarify. This AD refers to Transport Canada AD CF–2024–20, as the appropriate source of