production guarantee (per acre)'' in its place, remove the text ''$17,550.00 – $13,260.00'' and add ''$17,550.00 – $13,260.00'' in its place, and remove the text ''$17,550.00 – $12,240.00'' and add ''$17,550.00 – $12,240.00'' in its place;

■ 2. In paragraph (c)(1)(iv)(A), remove the words ''to us (The'' and add ''to us. (The'' in their place and remove the words ''to count)'' and add ''to count.)'' in their place;

■ 3. In paragraph (d)(1), remove the words ''in excess of'' and add ''exceeding'' in their place; and

■ 4. In paragraph (d)(3)(iv)(C), remove the words ''is in compliance'' and add ''complies'' in their place.

The revision reads as follows:

§ 457.161 Canola and rapeseed crop insurance provisions.

The Canola and Rapeseed Crop Insurance Provisions for the 2026 and succeeding crop years for counties with a contract change date of November 30, and for the 2027 and succeeding crop years for counties with a contract change date of June 30, are as follows:

United States Department of Agriculture

Federal Crop Insurance Corporation

Canola and Rapeseed Crop Provisions

In return for your payment of premium and administrative fee for coverage, these Canola and Rapeseed Crop Provisions and corresponding Commodity Exchange Price Provisions will be attached to and made part of the Common Crop Insurance Policy, Basic Provisions (Basic Provisions) subject to the terms and conditions in your policy.

* * * * *

5. Cancellation and Termination Dates

In accordance with section 2 of the Basic Provisions, the cancellation and termination dates are specified in the Special Provisions.

* * * * *

10. Replanting Payment

(a) A replanting payment is allowed as follows:

(1) You must comply with all requirements regarding replanting payments in section 13 of the Basic Provisions;

(2) The insured crop must be damaged by an insurable cause of loss to the extent that the remaining stand will not produce at least 90 percent of the production guarantee for the acreage; and

(3) The replanted crop must be seeded at a rate sufficient to achieve a total (undamaged and new seeding) plant population that is considered appropriate by agricultural experts for the insured crop, type, and practice.

(b) Your actual cost will not be used to determine your replanting payment. The amount of the replanting payment per acre will be:

(1) The lesser of the following values:

(i) The percentage of production guarantee (per acre) stated in the actuarial documents multiplied by your production guarantee (per acre); or

(ii) The number of pounds (per acre) stated in the actuarial documents;

(2) Multiplied by your projected price; and

(3) Multiplied by your share.

* * * * *

Richard Fordyce,

Under Secretary, Farm Production and Conservation.

[FR Doc. 2025–21482 Filed 11–26–25; 8:45 am]

BILLING CODE 3410–08–P

FEDERAL DEPOSIT INSURANCE CORPORATION

12 CFR Part 328

RIN 3064–AF26

FDIC Official Signs and Advertising Requirements, False Advertising, Misrepresentation of Insured Status, and Misuse of the FDIC's Name or Logo

AGENCY: Federal Deposit Insurance Corporation (FDIC).

ACTION: Final rule; delay of compliance date.

SUMMARY: On December 20, 2023, the FDIC adopted a final rule that, among other things, amended the FDIC's official sign and advertisement of membership requirements for insured depository institutions (IDIs). The current compliance date for requirements related to displaying the official digital sign on IDIs' digital deposit-taking channels and automated teller machines (ATMs) and like devices is March 1, 2026. The FDIC is delaying the March 1, 2026, compliance date to January 1, 2027. This delay will provide certainty and minimize undue burden on IDIs while the FDIC completes consideration of a proposal to amend requirements related to digital deposit-taking channels and ATMs and like devices.

DATES: The compliance date for the requirements in 12 CFR 328.4 and 328.5, which was initially delayed at 89 FR 84261 (October 22, 2024) and was subsequently delayed at 90 FR 11659 (March 11, 2025), is further delayed to January 1, 2027.

FOR FURTHER INFORMATION CONTACT: Division of Depositor and Consumer Protection: Monika Jansen, Senior Policy Analyst, 202–898–6781, *MoJansen@fdic.gov.* Legal Division: Shane Bogusz, Senior Attorney, 202–898–6571, *SBogusz@FDIC.gov.*

SUPPLEMENTARY INFORMATION: On December 20, 2023, the FDIC adopted a final rule [1] revising the official sign and advertising regulations implementing section 18(a) of the Federal Deposit Insurance Act.[2]

The final rule became effective on April 1, 2024, and required full compliance with the rule by January 1, 2025. Based upon feedback from IDIs and other industry participants, the FDIC delayed the compliance date for the amendments in subpart A of 12 CFR part 328 to May 1, 2025.[3] The delay was intended to provide additional time for IDIs to put in place processes and systems and make technological updates. In March 2025, the compliance date was further delayed as to the requirements in 12 CFR 328.4 and 328.5.[4] This second delay recognized that the requirements of 12 CFR 328.4 and 328.5, relating to signage requirements for digital deposit-taking channels and ATMs and like devices, continued to generate questions regarding implementation and had the potential to cause consumer confusion. The delay allowed the FDIC to consider proposing changes to these requirements, which it did on August 21, 2025.[5]

Specifically, on August 21, 2025, the FDIC issued a notice of proposed rulemaking seeking comment on a proposal that would amend the requirements of 12 CFR 328.4 and 328.5 to minimize identified implementation issues, reduce burden, and address potential consumer confusion. Given that the FDIC is considering changes to 12 CFR 328.4 and 328.5, the approaching March 1, 2026, compliance deadline for the present requirements of 12 CFR 328.4 and 328.5 has created uncertainty and could impose unnecessary burden on IDIs. To address these concerns, the FDIC is delaying the compliance date for the requirements in 12 CFR 328.4 and 328.5 from March 1, 2026, to January 1, 2027.[6] This delayed

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[1] 89 FR 3504.

[2] 12 U.S.C. 1828(a).

[3] 89 FR 84261 (Oct. 22, 2024).

[4] 90 FR 11659 (Mar. 11, 2025).

[5] 90 FR 40767.

[6] The policies and procedures required by 12 CFR 328.8 for which the compliance date is May 1, 2025, will not need to address the requirements in 12 CFR

compliance date is subject to any changes to these provisions made by any future rulemaking.

Federal Deposit Insurance Corporation.

By order of the Board of Directors.

Dated at Washington, DC, on November 25, 2025.

Jennifer M. Jones,

Deputy Executive Secretary.

[FR Doc. 2025–21461 Filed 11–26–25; 8:45 am]

BILLING CODE 6714–01–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–1729; Project Identifier MCAI–2024–00568–T; Amendment 39–23183; AD 2025–22–05]

RIN 2120–AA64

Airworthiness Directives; Dassault Aviation Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2022–12–10, which applied to certain Dassault Aviation Model FALCON 7X airplanes. AD 2022–12–10 required revising the existing airplane flight manual (AFM) to provide emergency procedures for inconsistent or unreliable flight data, emergency and abnormal operations procedures for the generic input/output (GEN I/O) internal module failure, and emergency procedures for additional information. AD 2022–12–10 also required revising the existing minimum equipment list (MEL) for the multi-function probe heating, air data, and inertial reference systems. Since the FAA issued AD 2022–12–10, the manufacturer developed modifications that fix a weak point in the avionics architecture. This AD continues to require the actions in AD 2022–12–10 and removes certain airplanes from the applicability. This AD also requires modification of the avionics system and related revisions to the existing AFM and MEL. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective January 2, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 2, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at *regulations.gov* under Docket No. FAA–2025–1729; 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 European Union Aviation Safety Agency (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.*
- 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–2025–1729.

FOR FURTHER INFORMATION CONTACT: William Reisenauer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7301; email: *9-AVS-AIR-BACO-COS@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2022–12–10, Amendment 39–22082 (87 FR 45246, July 28, 2022) (AD 2022–12–10). AD 2022–12–10 applied to all Dassault Aviation Model FALCON 7X airplanes, except airplanes having Dassault modification M2091 embodied in production. AD 2022–12–10 required revising the existing AFM to provide emergency procedures for inconsistent or unreliable flight data, emergency and abnormal operations procedures for the GEN I/O internal module failure, and emergency procedures for additional information. AD 2022–12–10 also required revising the operator's existing FAA-approved MEL items for the multi-function probe heating, air data, and inertial reference systems. The FAA issued AD 2022–12–10 to address misleading data on display units, which could reduce safety margins and lead to increased pilot workload, possibly resulting in reduced controllability of the airplane.

The NPRM was published in the **Federal Register** on August 6, 2025 (90 FR 37810). The NPRM was prompted by AD 2023–0003R1, dated September 26, 2024 (EASA AD 2023–0003R1) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that EASA superseded EASA AD 2021–0197, dated August 23, 2021 (which corresponds to AD 2022–12–10), with EASA AD 2022–0145, dated July 12, 2022 (EASA AD 2022–0145). EASA AD 2022–0145 was issued to retain the requirements of EASA AD 2021–0197, exclude airplanes on which Dassault modification M2091 was embodied in production, and require airplane serial numbers (S/Ns) 402 and subsequent with the ''EASy III—2nd CERT'' or ''EASy III—3rd CERT'' standard to upgrade the avionics architecture to the ''EASY III—4th CERT'' standard (modification M2091).

EASA AD 2022–0145, in turn, was superseded by EASA AD 2023–0003, dated January 6, 2023 (EASA AD 2023–0003). EASA AD 2023–0003 was issued to retain the requirements of EASA AD 2022–0145, exclude airplanes on which Dassault modification M2096 or M2097 was embodied in production, and require airplane S/Ns 2 through 400 inclusive to upgrade the avionics architecture to the ''EASy II—5th CERT'' standard (modification M2096 or M2097, as applicable).

Since EASA AD 2023–0003 was issued, Dassault developed modifications M2055 (for airplane S/Ns 2 through 400 inclusive) and M2059 (for airplane S/Ns 402 and subsequent) that upgrade the avionics architecture to the ''EASy IV'' standard and issued Dassault Service Bulletin 7X–600, dated November 7, 2022; Dassault Service Bulletin 7X–601, April 24, 2023; and Dassault Service Bulletin 7X–602, June 3, 2023; as applicable, to provide in-service modification instructions. EASA AD 2023–0003 was subsequently revised by EASA AD 2023–0003R1 to exclude airplanes on which modifications M2055 or M2059 were embodied in production and allow incorporation of those modifications in service as an optional method of compliance for modifications M2091, M2096, or M2097, as applicable.

In the NPRM, the FAA proposed to continue to require the actions in AD 2022–12–10 and remove from the applicability airplanes on which Dassault modification M2055, M2059, M2096, or M2097 were embodied in production. The FAA also proposed to require modification of the avionics system and related revisions to the existing AFM and MEL, as specified in

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328.4 or 328.5, until January 1, 2027, the full compliance date for these provisions.