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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 TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–4636; Project Identifier MCAI–2026–00070–A; Amendment 39–23430; AD 2026–15–18]

RIN 2120–AA64

Airworthiness Directives; Diamond Aircraft Industries Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Diamond Aircraft Industries Inc. (DAI) Model DA20–C1 airplanes. This AD was prompted by a report of a certain emergency locator transmitter (ELT) not activating due to a missing jumper wire. This AD requires a continuity inspection of the D-sub connector of the Artex ELT 1000 and, if necessary, corrective actions. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective September 8, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of September 8, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–4636; 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–91, West Building Fifth Floor, Room W58–213, 1200 New Jersey Avenue SE, Washington, DC 20590.

Material Incorporated by Reference:

- For Diamond Aircraft Industries material identified in this AD, contact DAI, 1560 Crumlin Sideroad, London, Ontario, Canada, N5V 1S2; phone: (519) 457–4041, fax: (519) 457–4045; email: support-canada@diamondaircraft.com; website: [diamondaircraft.com](https://www.diamondaircraft.com).

- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–4636.

FOR FURTHER INFORMATION CONTACT:

William Reisenauer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7301; email: ECB-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 certain DAI Model DA20–C1 airplanes. The NPRM was published in the **Federal Register** on May 15, 2026 (91 FR 27871). The NPRM was prompted by Transport Canada AD CF–2026–03, dated January 21, 2026 AD CF–2026–03 (referred to as the MCAI), issued by Transport Canada, which is the aviation authority for Canada to correct an unsafe condition on all DAI Model DA20–C1 airplanes having an Artex ELT 1000 installed. The MCAI states that DAI received a report of an occurrence where the Artex ELT 1000 installed in a DA20–C1 airplane did not perform as intended. Further investigation by the manufacturer revealed that some Artex ELT 1000 units might not have a jumper wire between the D-sub pins 5 and 12, which could prevent the ELT beacon from being activated by the internal G-Switch and the aural alert buzzer from being activated in the event of an accident.

In the NPRM, the FAA proposed to require a continuity inspection of the D-sub connector of the Artex ELT 1000 and, if necessary, corrective actions. The FAA is issuing this AD to address the unsafe condition on these products.

You may examine the MCAI in the AD docket at [regulations.gov](https://www.regulations.gov) under Docket No. FAA–2026–4636.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

Conclusion

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 reviewed the relevant data, considered any comments received, and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these products. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Diamond Aircraft Industries Mandatory Service Bulletin No. DAC1–25–05 Rev. 1, dated July 19, 2024. This material specifies procedures for performing a continuity inspection on the D-sub connector of the Artex ELT 1000 and, if necessary, installing the jumper wire into the D-sub connector.

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.

Differences Between This AD and the Referenced Material

Although step 14 of the Accomplishment/Instructions of Diamond Aircraft Industries Mandatory Service Bulletin DAC1–25–05 Rev. 1, dated July 19, 2024, requires completing and sending an execution report to the manufacturer, this AD does not require that action.

Costs of Compliance

The FAA estimates that this AD affects 365 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
Continuity inspection and corrective actions	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$31,025

The FAA estimates the following costs to do any repairs that would be required based on the results of the inspection. The agency has no way of determining the number of airplanes that might need these repairs:

ON-CONDITION COSTS			
Action	Labor cost	Parts cost	Cost per product
Install jumper wire	1 work-hour × \$85 per hour = \$85	\$3	\$88

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,

(2) Will not affect intrastate aviation in Alaska, and

(3) Will 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 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 adding the following new airworthiness directive:

2026–15–18 Diamond Aircraft Industries Inc.: Amendment 39–23430; Docket No. FAA–2026–4636; Project Identifier MCAI–2026–00070–A.

(a) Effective Date

This airworthiness directive (AD) is effective September 8, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Diamond Aircraft Industries Inc. Model DA20–C1 airplanes, certificated in any category, that have an Artex emergency locator transmitter (ELT) 1000 installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 2562, Emergency Locator Beacon.

(e) Unsafe Condition

This AD was prompted by a report of a certain ELT not activating due to a missing jumper wire. The FAA is issuing this AD to detect and address a missing jumper wire on the Artex ELT 1000. The unsafe condition, if not addressed, could result in the ELT beacon and aural alert buzzer not activating in the event of an accident.

(f) Compliance

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

(g) Required Actions

Within 3 months after the effective date of this AD, perform a continuity inspection of the D-sub connector and accomplish all required corrective actions in accordance with the Accomplishment/Instructions, Paragraph I.9, of Diamond Aircraft Industries Mandatory Service Bulletin No. DAC1–25–05 Rev. 1, dated July 19, 2024.

(h) No Reporting Requirement

Although step 14 of the Accomplishment/Instructions of Diamond Aircraft Industries Mandatory Service Bulletin No. DAC1–25–05 Rev. 1, dated July 19, 2024, requires completing and sending an execution report to the manufacturer, this AD does not include that requirement.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation 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 International Validation 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 local flight standards district office/certificate holding district office.

(j) Additional Information

For more information about this AD, contact William Reisenauer, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7301; email: ECB-COS@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 the AD specifies otherwise.

(i) Diamond Aircraft Industries Mandatory Service Bulletin No. DAC1–25–05 Rev. 1, dated July 19, 2024.

(ii) [Reserved]

(3) For Diamond Aircraft Industries material identified in this AD, contact Diamond Aircraft Industries Inc., 1560 Crumlin Sideroad, London, Ontario, Canada, N5V 1S2; phone: (519) 457-4041, fax: (519) 457-4045; email: support-canada@diamondaircraft.com; website: diamondaircraft.com.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 July 27, 2026.

Paul R. Bernado,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026-15825 Filed 8-3-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 31678; Amdt. No. 593]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en-route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of

the navigable airspace under instrument conditions in the affected areas.

DATES: 0901 UTC, September 3, 2026.

FOR FURTHER INFORMATION CONTACT: Brian Murphy, Manager, Aeronautical Information Services, Aeronautical Information Group, Aeronautical Data Team, Federal Aviation Administration. Mailing Address: FAA Headquarters, Aeronautical Information Group, 800 Independence Ave. SW, Bldg. 10A, Room 507L, Washington, DC 20591. Telephone (202) 267-4389.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and

contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, DC, on July 31, 2026.

Tom Carrigan,

Manager, Aeronautical Information Services, Aeronautical Information Group, Data Systems Team, Federal Aviation Administration.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, 3 Sep 2026.

PART 95—IFR Altitudes

■ 1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113 and 14 CFR 11.49(b)(2).

■ 2. Part 95 is amended to read as follows:

REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS

[Amendment 593 effective date September 03, 2026]

From	To	MEA
§ 95.6001 Victor Routes-U.S.		
§ 95.6008 VOR Federal Airway V8 is Amended To Read in Part		
MEADS, NV FIX	*MORMON MESA, NV VORTAC	6000
*7800—MCA MORMON MESA, NV VORTAC , NE BND ..		MAA—17500
MORMON MESA, NV VORTAC	*JITKA, UT FIX	9000
*12000—MCA JITKA, UT FIX , NE BND		MAA—17500
JITKA, UT FIX	MATZO, UT FIX.	
	SW BND	*12000
	NE BND	*12400
*8100—MOCA		MAA—17500