§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive:

Diamond Aircraft Industries GmbH: Docket No. FAA–2026–13809; Project Identifier MCAI–2026–00761–A.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by December 28, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Diamond Aircraft Industries GmbH (DAI) Model DA 50 C airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2752–TE Flap Actuator.

(e) Unsafe Condition

This AD was prompted by reports of flap actuator failures. The FAA is issuing this AD to detect and correct displacement of the black slide grommet, the rod end bearing for a tight fit of the flap actuator, and broken actuator torque seals on the jam nuts at the attachment of the rod end bearing of the flap actuator. The unsafe condition, if not addressed, could lead to the inability to extend the flaps, which could result in limited aileron travel and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 50 hours time-in-service (TIS) or 12 months, whichever occurs first after the effective date this AD, do the initial inspection of the flap actuator in accordance with Section III, steps 1 through 15, of DAI Work Instruction WI–MSB 50–016, Revision 0, dated July 9, 2026 (DAI WI–MSB 50–016, Revision 0).

(2) Within 100 hours TIS or 12 months, whichever occurs first after the effective date this AD, modify the flap actuator in accordance with the instructions of Section IV, steps 1 through 34, of DAI WI–MSB 50–016, Revision 0.

(3) Within 200 hours TIS or 12 months, whichever occurs first after the modification of the flap actuator as required by paragraph (g)(2) of this AD, and thereafter at intervals not to exceed 200 hours TIS or 12 months, whichever occurs first, do the repetitive inspections of the flap actuator in accordance with Section V, steps 1 through 13 of DAI WI–MSB 50–016, Revision 0.

(4) If, during any inspection required by paragraph (g)(1) or (3) of this AD, any discrepancies are detected as defined in DAI WI–MSB 50–016, Revision 0, before next flight, accomplish the applicable corrective actions in accordance with the instructions of Diamond WI–MSB 50–016, Revision 0.

(5) Where DAI WI–MSB 50–016, Revision 0, specifies to contact DAI, this AD requires before further flight using instructions approved by the Manager, International Validation Branch, FAA; the European Union Aviation Safety Agency (EASA); or DAI's EASA Design Organization Approval (DOA) and within the compliance time specified therein, accomplishing those instructions. If approved by the DOA, the approval must include the DOA-authorized signature.

(6) Where DAI WI–MSB 50–016, Revision 0, specifies to ''discard'' certain parts, this AD requires replacing that text with ''remove from service''.

(h) Reporting Requirement

At whichever time in paragraph (h)(1) or (2) of this AD that occurs later, report the results of the inspection required by paragraphs (g)(1) and (3) of this AD and the modification required by paragraph (g)(2) of this AD to DAI using the Execution Report found in DAI Mandatory Service Bulletin DAI MSB 50–016, dated July 9, 2026.

(1) Within 30 days after the referenced inspection and modification; or

(2) Within 30 days after the effective date of this AD.

(i) Parts Installation Limitation

As of the effective date of this AD, do not install a flap actuator on any airplane unless it has been modified in accordance with the requirements of paragraph (g)(2) of this AD and applicable inspections and corrective actions are accomplished in accordance with the requirements of paragraph (g) of this AD.

(j) 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 (k) 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.

(k) Additional Information

For more information about this AD, contact Aryanna Sanchez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (817) 222–4058; email: *aryanna.t.sanchez@faa.gov.*

(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 the AD specifies otherwise.

(i) Diamond Aircraft Industries GmbH (DAI) Mandatory Service Bulletin DAI MSB 50–016, dated July 9, 2026.

(ii) DAI Work Instruction WI–MSB 50–016, Revision 0, dated July 9, 2026.

(3) For Diamond Aircraft material identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straβe 5, A–2700 Wiener, Neustadt, Austria; phone: +43 2622 26700; email: *office@diamond-air.at;* website: *diamondaircraft.com/.*

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64015. 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 November 9, 2026.

Steven W. Thompson,

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

[FR Doc. 2026–23068 Filed 11–10–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–14192; Airspace Docket No. 26–ASW–13]

RIN 2120–AA66

Amendment of Jet Route J–21 in the Vicinity of Laredo, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Jet Route J–21 to eliminate an unnecessary 1.47-degree turn in the airway in the vicinity of Laredo, TX. The FAA proposes this action to improve efficiency by straightening the ground track of J–21, eliminating a 1.47-degree turn.

DATES: Comments must be received on or before December 28, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2026–14192 and Airspace Docket No. 26–ASW–13 using any of the following methods:

* *Federal eRulemaking Portal:* Go to *www.regulations.gov* and follow the online instructions for sending your comments electronically.

* *Mail:* Send comments to Docket Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W58–213, West Building, 5th floor, Washington, DC 20590.

* *Hand Delivery or Courier:* Take comments to Docket Operations in

Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at *www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at *www.faa.gov/air_traffic/publications/.* You may also contact the Airspace Regulation Group, Operational Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Kendra Herrera, Airspace Regulations Group, Operational Policy Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would amend the airway structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *www.dot.gov/privacy.*

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at *www.regulations.gov.* Recently published rulemaking documents can also be accessed through the FAA's web page at *www.faa.gov/air_traffic/publications/airspace_amendments/.*

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Incorporation by Reference

Jet Routes are published in paragraph 2004 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document proposes to amend the current version of that order, FAA Order JO 7400.11M, dated July 30, 2026, and effective September 15, 2026. These updates would be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11M, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to amend Jet Route J–21 in the vicinity of Laredo, TX. This amendment would straighten J–21's ground track and eliminate the 1.47-degree turn that exists at the international boundary between the United States and Mexico, the current airway intersection, and will improve efficiency.

J–21: J–21 currently extends between the intersection of the United States/Mexican border and the Laredo, TX, Very High Frequency (VHF) Omnidirectional Range (VOR)/Tactical Air Navigation (VORTAC) 172° (T) radial, and the Duluth, MN, VOR/Distance Measuring Equipment (DME), via the Laredo, TX, VORTAC; San Antonio, TX, VORTAC; Centex, TX, VORTAC; Waco, TX, VORTAC; Ranger, TX, VORTAC; Ardmore, OK, VORTAC; Will Rogers, OK, VORTAC; Wichita, KS, VORTAC; Omaha, IA, VORTAC; and Gopher, MN, VORTAC.

The FAA proposes to amend the southern segment of J–21 by adjusting the Laredo VORTAC radial defining the route to the United States/Mexican border from the current 163° (M)/172° (T) radial (TTXOX, Waypoint (WP)) to the 165° (M)/174° (T) radial (DAPUN, WP). As a result, the new airway intersection at the United States/Mexican border would shift from the TTXOX, WP to the newly designated DAPUN, WP, located 0.93 nautical miles southwest of the existing border intersection. This amendment would eliminate an unnecessary 1.47-degree turn where the Mexican segment of J–21 (charted between Ciudad Victoria, Mexico, and the United States/Mexican border) joins the United States segment (charted between the United States/Mexican border and Laredo, TX), thereby straightening the ground track and improving airway efficiency. The remainder of the route would remain unchanged.

As amended, J–21 would extend between the intersection of the United States/Mexican border and the Laredo, TX, 165° (M)/174° (T) radial (DAPUN, WP), and the Duluth, MN, VOR/DME, via the Laredo, TX, VORTAC; San Antonio, TX, VORTAC; Centex, TX, VORTAC; Waco, TX, VORTAC; Ranger, TX, VORTAC; Ardmore, OK, VORTAC; Will Rogers, OK, VORTAC; Wichita, KS,

VORTAC; Omaha, IA, VORTAC; and Gopher, MN, VORTAC.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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 Order 2100.6B, ''Rulemaking and Guidance Procedure'' (March 10, 2025); and (3) is expected to result in, at most, de minimis costs from compliance with applicable operating requirements or minor flight rerouting for operators choosing to navigate around the controlled airspace. Since these proposed amendments are routine and the expected impact to operators is de minimis, the FAA certifies that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1G, ''*FAA National Environmental Policy Act Implementing Procedures*'' prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

Paragraph 2004 Jet Routes.

* * * * *

J–21 [Amended]

From INT of the United States/Mexican border and the Laredo, TX, 174° (T) radial; Laredo, TX; San Antonio, TX; Centex, TX; Waco, TX; Ranger, TX; Ardmore, OK; Will Rogers, OK; Wichita, KS; Omaha, IA; Gopher, MN; to Duluth, MN.

* * * * *

Issued in Washington, DC, on November 9, 2026.

Brian Erie Konie,

Acting Manager, Airspace Regulation Group.

[FR Doc. 2026–23017 Filed 11–10–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13805; Project Identifier MCAI–2026–00064–T]

RIN 2120–AA64

Airworthiness Directives; Dassault Aviation 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 all Dassault Aviation Model MYSTERE–FALCON 50, FALCON 2000, and FALCON 2000EX airplanes. This proposed AD was prompted by a reported quality escape and a determination that high-temperature oxidation of main landing gear (MLG) upper and lower torque links may have occurred during manufacturing. This proposed AD would require replacing any affected MLG with a serviceable MLG. This proposed AD would also limit the installation of affected parts under certain conditions. 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 December 28, 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* under Docket No. FAA–2026–13805; 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–2026–13805.
- You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA 98198. For information on the availability of this material at the FAA, call 206–231–3195.

FOR FURTHER INFORMATION CONTACT: Fatin Saumik, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516–228–7350; email: *9-AVS-AIR-BACO-COS@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–2026–13805; Project Identifier MCAI–2026–00064–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