Proposed Rules

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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 TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2026–13809; Project Identifier MCAI–2026–00761–A]

RIN 2120–AA64

Airworthiness Directives; Diamond Aircraft Industries GmbH 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 Diamond Aircraft Industries GmbH (DAI) Model DA 50 C airplanes. This proposed AD was prompted by reports of flap actuator failures. This proposed AD would require inspecting for displacement of the black slide grommet and inspecting the rod end bearing for a tight fit of the flap actuator. This proposed AD would also require modification of the flap actuator followed by repetitive inspections for a broken actuator torque seal on the jam nuts at the attachment of the rod end bearing of the flap actuator with applicable corrective action. This proposed AD would also prohibit the installation of unmodified flap actuators on any airplane. The FAA is proposing this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this NPRM 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–91, West Building Fifth Floor, Room W58–213, 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–2026–13809; 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 Diamond Aircraft material identified in this proposed 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/*.
- 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.

FOR FURTHER INFORMATION 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*.

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 **ADDRESSES**. Include ''Docket No. FAA–2026–13809; Project Identifier MCAI–2026–00761–A'' 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 Aryanna Sanchez, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Background

The European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2026–0140, dated July 15, 2026 (referred to as the MCAI), to correct an unsafe condition on all DAI Model DA 50 C airplanes. The MCAI states that reports of flap actuator failures resulted in the inability to extend the flaps. It was determined during investigations of this condition that the flap actuator could interfere with the aileron control system. There was one report of a case causing reduced aileron control. This condition, if not detected and corrected, could lead to inability to extend the flaps, which could result in limited aileron travel and reduced control of the airplane.

You may examine the MCAI in the AD docket at *regulations.gov* under Docket No. FAA–2026–13809.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed DAI Work Instruction WI–MSB 50–016, Revision 0, dated July 9, 2026. This material specifies procedures for inspecting for

displacement of the black slide grommet and inspecting the rod end bearing for a tight fit of the flap actuator, modifying the flap actuator, repetitively inspecting for a broken actuator torque seal on the jam nuts at the attachment of the rod end bearing of the flap actuator, and taking applicable corrective action. The FAA also reviewed DAI Mandatory Service Bulletin DAI MSB 50–016, dated July 9, 2026, which includes the Execution Report that is to be sent to Diamond after completing actions required in Diamond Aircraft Industries GmbH Work Instruction WI–MSB 50–016, Revision 0, dated July 9, 2026.

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 and material referenced above. The FAA is issuing this NPRM after determining that the unsafe condition described previously is likely to exist or develop on other products of the same type design.

Proposed AD Requirements in This NPRM

This proposed AD would require accomplishing the actions specified in the material already described. This proposed AD would also require an installation prohibition on unmodified flap actuators.

Interim Action

The FAA considers this AD to be an interim action. This unsafe condition is still under investigation by the manufacturer and, depending on the results of that investigation, the FAA may consider further rulemaking action.

Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect 30 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this proposed AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Initial inspection of the flap actuator.	1 work-hour × $85 per hour = $85.	$0	$85 (per inspection)	$2,550 (per inspection).
Modification of the flap actuator.	5 work-hours × $85 per hour = $425.	$2,250 (up to)	$2,675 (up to)	$80,250 (up to).
Repetitive Inspections of the flap actuator.	1 work-hour × $85 per hour = $85 (per inspection).	$0	$85 (per inspection)	$2,550 (per inspection).
Execution Report submittal	1 work-hour × $85 per hour = $85 (per action).	$0	$85 (per action)	$2,550 (per action).

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to take approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177–1524.

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:

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