

Amendment 1, dated August 2004; EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70–104, Amendment 2, dated January 2007; EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Amendment 3, dated December 2007; or DAHER Aerospace TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Revision 4, dated December 2018.

(i) New Optional Terminating Action

Modification of an airplane by replacing each affected part as defined in paragraph (f)(1) of this AD with a new part as defined in paragraph (f)(2) of this AD, in accordance with paragraphs A. and B. of the Description of Accomplishment Instructions in DAHER AEROSPACE TBM Aircraft Recommended Service Bulletin SB 70–255, dated December 2018, constitutes terminating action for the repetitive detailed inspections required by paragraph (h)(2) of this AD for that airplane.

Note 1 to paragraph (i): European Union Aviation Safety Agency AD 2019–0070, dated March 28, 2019, refers to this new part as a serviceable part and DAHER AEROSPACE TBM Aircraft Recommended Service Bulletin SB 70–255, dated December 2018, refers to this part as a new fitting.

(j) Installation Prohibition

After modification of an airplane as specified in paragraph (i) of this AD, do not install on that airplane an affected part or a vertical stabilizer equipped with an affected part.

(k) 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 (l) 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.

(l) Additional Information

For more information about this AD, contact Hye Yoon Jang, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231–3758; email: hye.yoon.jang@faa.gov.

(m) 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.

(3) The following material was approved for IBR on February 12, 2026.

(i) EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Amendment 3, dated December 2007.

(ii) DAHER AEROSPACE TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Revision 4, dated December 2018.

(iii) DAHER AEROSPACE TBM Aircraft Recommended Service Bulletin SB 70–255, dated December 2018.

(4) The following material was approved for IBR on April 20, 2007 (72 FR 12546, dated March 16, 2007).

(i) EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Amendment 1, dated August 2004.

(ii) EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Amendment 2, dated January 2007.

(5) For DAHER AEROSPACE and EADS SOCATA material identified in this AD, contact DAHER AEROSPACE, Customer Support, Airplane Division, 65921 Tarbes Cedex 9, France; phone: 33 (0)5 62.41.73.00; email: tbmcare@daher.com; website: daher.com.

(6) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222–5110.

(7) 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 January 6, 2026.

Paul R. Bernado,

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

[FR Doc. 2026–00162 Filed 1–7–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–2263; Project Identifier MCAI–2024–00729–A; Amendment 39–23204; AD 2025–24–07]

RIN 2120–AA64

Airworthiness Directives; Diamond Aircraft Industries GmbH Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for all Diamond Aircraft Industries GmbH (DAI) Model DA 42, DA 42 NG, and DA 42 M–NG airplanes. This AD was prompted by several reports of passenger door separation from the fuselage. This AD requires revising the existing airplane flight manual (AFM) for your airplane to provide the flight crew with revised operating limitations, emergency procedures, and normal operating procedures; modifying the

airplane; and repetitively inspecting the door latching and safety hooks for correct engagement, foreign objects, damage (including but not limited to corrosion and wear that exceeds specified limits), and proper function. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective February 12, 2026.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of February 12, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA–2025–2263; 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 Diamond Aircraft material identified in this AD, contact DAI, N.A. Otto-Straße 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, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222–5110. It is also available at regulations.gov under Docket No. FAA–2025–2263.

FOR FURTHER INFORMATION CONTACT:

Evan Weaver, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 944–8910; email: evan.p.weaver@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 DAI Model DA 42, DA 42 NG, and DA 42 M–NG airplanes. The NPRM was published in the **Federal Register** on August 25, 2025 (90 FR 41346). The NPRM was prompted by EASA AD 2024–0235, dated December 6, 2024 (EASA AD 2024–0235) (also referred to as the MCAI), issued by the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union. The MCAI states that DAI

received several reports of passenger door separation. DAI attributed the root cause of certain instances to the passenger doors not being properly latched, but DAI was unable to find a definitive root cause of the remaining occurrences. Passenger door separation could damage the airplane, which could lead to loss of control of the airplane and injury to people on the ground. To address the unsafe condition, DAI issued an AFM temporary revision amending procedures and limitations and issued material with instructions to install placards in the cabin to prevent misuse of the passenger door, to inspect the passenger door latching and safety hook mechanisms, and to collect and report findings after each repetitive inspection to them.

In the NPRM, the FAA proposed to require revising the existing AFM for your airplane to provide the flight crew with revised operating limitations, emergency procedures, and normal operating procedures; modifying the airplane; and repetitively inspecting the door latching and safety hooks for correct engagement, foreign objects, damage (including but not limited to corrosion and wear that exceeds specified limits), and proper function. 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-2025-2263.

Discussion of Final Airworthiness Directive

Comments

The FAA received one comment from an individual commenter. The commenter supported the NPRM without change.

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. This AD is adopted as proposed in the NPRM.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed Diamond Aircraft Mandatory Service Bulletin MSB 42-149 and MSB 42NG-095, dated

December 2, 2024 (issued as one document), published with Diamond Aircraft Work Instruction WI-MSB 42-149 and WI-MSB 42NG-095, Revision 2, dated January 17, 2025 (issued as one document), attached. This material specifies procedures for installing passenger door placards and inspecting the passenger door system for Model DA 42, DA 42 M, DA 42 NG, and DA 42 M-NG airplanes.

The FAA also reviewed Diamond Aircraft Temporary Revision TR-MAM-42-1333, for the DA 42 Airplane Flight Manual (AFM), Doc. No. 7.01.05-E, dated November 28, 2024. This material specifies procedures for revising the operating limitations, emergency procedures, and normal operating procedures related to door latching and locking for Model DA 42 airplanes with Continental Aerospace Technologies engines installed.

In addition, the FAA reviewed Diamond Aircraft Temporary Revision TR-MAM-42-1333, for the DA 42 with OAM 42-102 Garmin GFC 700 AFM, Doc. No. 7.01.06-E, dated November 28, 2024. This material specifies procedures for amending the AFM for Model DA 42 airplanes with Continental Aerospace Technologies engines and Garmin GFC 700 Automatic Flight Control System installed.

The FAA also reviewed Diamond Aircraft Temporary Revision TR-MAM-42-1333, for the DA 42 NG AFM, Doc. No. 7.01.15-E, dated November 28, 2024. This material specifies procedures for revising the operating limitations, emergency procedures, and normal operating procedures of the AFM for Model DA 42 NG and DA 42 NG-M airplanes.

The FAA also reviewed Diamond Aircraft Temporary Revision TR-MAM-42-1333, for the DA 42 NG AFM, Doc. No. 7.01.16-E, dated November 28, 2024. This material specifies procedures for amending the AFM for Model DA 42 NG and DA 42 NG-M airplanes with MAM 42-600 Performance Enhancement.

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 MCAI

The MCAI applies to DAI Model 42 M airplanes, but this AD does not include this model because it does not have an FAA type certificate.

The MCAI includes a requirement to inform all flight crews and, thereafter, operate the airplane. However, this AD

does not specifically require this action based on the following:

- *For the operating limitations:* 14 CFR 91.9 requires that no person may operate a civil aircraft without complying with the operating limitations specified in the AFM. Therefore, including a requirement in this AD to operate the airplane according to the revised AFM would be redundant and unnecessary. Further, compliance with such a requirement in an AD would be impracticable to demonstrate or track on an ongoing basis; therefore, a requirement to operate the airplane in such a manner would be unenforceable.

- *For the emergency procedures and normal operating procedures:* FAA regulations mandate compliance with only the operating limitations section of the flight manual. The flight manual changes required by this AD apply to the emergency procedures and normal procedures section of the existing AFM for your airplane. Furthermore, compliance with such requirements in an AD is impracticable to demonstrate or track on an ongoing basis; therefore, a requirement to operate the aircraft in such a manner is unenforceable. Nonetheless, the FAA recommends that flight crews of the airplanes listed in the applicability operate in accordance with the revised emergency procedures mandated by this AD.

The referenced material specifies to contact DAI for repair instructions, but this AD requires contacting the Manager, International Validation Branch, FAA; EASA; or DAI's EASA Design Organization Approval (DOA) instead.

The MCAI specifies where the temporary revisions provide instructions to contact the manufacturer, but this AD requires contacting the Manager, International Validation Branch, FAA; EASA; or DAI's EASA DOA instead.

The MCAI specifies reporting inspection results within 7 days after accomplishing any inspection, but this AD requires reporting inspection results within 30 days after accomplishing any inspection.

Interim Action

The FAA considers that this AD is 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 affects 222 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
AFM revision	1 work-hour × \$85 per hour = \$85	\$0	\$85	\$18,870
Initial inspection	3 work-hours × \$85 per hour = \$255	0	\$255	\$56,610
Repetitive inspections	1 work-hour × \$85 per hour = \$85 (each inspection cycle).	0	\$85 (each inspection cycle).	\$18,870 (each inspection cycle)
Placard installation	1 work-hour × \$85 per hour = \$85	25	\$110	\$24,420
Inspection results reporting.	1 work-hour × \$85 per hour = \$85 (each cycle)	0	\$85 (each cycle)	\$18,870 (each cycle)

The FAA estimates the following costs to do any necessary replacements that would be required based on the

results of the inspections. The agency has no way of determining the number

of airplanes that might need these replacements:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Safety hook replacement	1 work-hour × \$85 per hour = \$85	\$306	\$391
Safety hook spring replacement	1 work-hour × \$85 per hour = \$85	8	93
Retaining bracket replacement	1 work-hour × \$85 per hour = \$85	185	270
Safety hook actuation pin replacement	1 work-hour × \$85 per hour = \$85	164	249
Latching mechanism spring replacement	1 work-hour × \$85 per hour = \$85	12	97
Latching bolts replacement	1 work-hour × \$85 per hour = \$85	109	194
Gas spring replacement	1 work-hour × \$85 per hour = \$85	312	397

The FAA has included all known costs in its cost estimate. According to the manufacturer, however, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected operators.

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 currently 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

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:

2025–24–07 Diamond Aircraft Industries GmbH: Amendment 39–23204; Docket No. FAA–2025–2263; Project Identifier MCAI–2024–00729–A.

(a) Effective Date

This airworthiness directive (AD) is effective February 12, 2026.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Diamond Aircraft Industries GmbH (DAI) Model DA 42, DA 42 NG, and DA 42 M–NG airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5210, Passenger/Crew Doors.

(e) Unsafe Condition

This AD was prompted several reports of passenger door separation from the fuselage. The FAA is issuing this AD to address this unsafe condition. The unsafe condition, if not addressed, could result in damage to the aircraft, loss of control of the aircraft, injuries to persons, and damage to property on the ground.

(f) Definition

For the purposes of this AD, “the Diamond Aircraft work instruction” is defined as Diamond Aircraft Work Instruction WI–MSB 42–149 and WI–MSB 42NG–095, Revision 2, dated January 17, 2025 (issued as one document), attached to Diamond Aircraft Mandatory Service Bulletin MSB 42–149 and MSB 42NG–095, dated December 2, 2024 (issued as one document).

(g) Applicable AFM Temporary Revisions

(1) *For Model DA 42 airplanes without OAM 42–102:* Diamond Aircraft Temporary Revision TR–MAM–42–1333, for the DA 42 Airplane Flight Manual (AFM), Doc. No. 7.01.05–E, dated November 28, 2024.

(2) *For Model DA 42 airplanes with OAM 42–102, Garmin GFC 700:* Diamond Aircraft Temporary Revision TR–MAM–42–1333, for the DA 42 with OAM 42–102 Garmin GFC 700 AFM, Doc. No. 7.01.06–E, dated November 28, 2024.

(3) *For Model DA 42 NG and DA 42 NG–M airplanes without MAM 42–600 Performance Enhancement:* Diamond Aircraft Temporary Revision TR–MAM–42–1333, for the DA 42 NG AFM, Doc. No. 7.01.15–E, dated November 28, 2024.

(4) *For Model DA 42 NG and DA 42 NG–M airplanes with MAM 42–600 Performance Enhancement:* Diamond Aircraft Temporary Revision TR–MAM–42–1333, for the DA 42 NG AFM, Doc. No. 7.01.16–E, dated November 28, 2024.

(h) Compliance

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

(i) Required Actions

(1) Within 50 hours time-in-service (TIS) or 50 days, whichever occurs first after the effective date of this AD, revise the existing

AFM for your airplane to include the information specified in the applicable AFM temporary revision specified in paragraphs (g)(1) through (4) of this AD appropriate for your airplane model.

(i) The owner/operator (pilot) holding at least a private pilot certificate may revise the existing AFM for your airplane and must enter compliance with the applicable paragraph of this AD into the airplane maintenance records in accordance with 14 CFR 43.9(a) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(ii) The AFM revision required by paragraph (i)(1) of this AD may be accomplished before the initial inspection and modification required by paragraph (i)(2) of this AD for that airplane.

(2) Within 50 hours TIS or 50 days, whichever occurs first after the effective date of this AD, accomplish the initial inspection of the safety hook, safety hook spring, retaining bracket, safety hook actuation pin, latching mechanism spring, latching bolts, and gas spring and the modification of the airplane with placards in accordance with the instructions of Section III, steps 2 through 4, 6, 7, 9 through 11, 13, 14, 16, 18, 19, 21 through 23, and 25 through 36 in the Diamond Aircraft work instruction specified in paragraph (f) of this AD.

(3) Within 200 hours TIS or 12 months, whichever occurs first after the initial inspection required by paragraph (i)(2) of this AD, and thereafter at intervals not to exceed 210 hours TIS or 13 months, whichever occurs first, accomplish the repetitive inspections of the airplane in accordance with the instructions of Section IV, steps 2 through 6, of the Diamond Aircraft work instruction specified in paragraph (f) of this AD.

(4) If, during any inspection as required by paragraph (i)(2) or (3) of this AD, any findings, as defined in Section III, steps 2 through 4, 6, 7, 9 through 11, 13, 14, 16, 18, 19, 21 through 23, and 25 through 36, and Section IV, steps 2 through 5, of the Diamond Aircraft work instruction is identified, before further flight, accomplish the applicable corrective action(s) in accordance with the instructions of Section III, steps 2 through 4, 6, 7, 9 through 11, 13, 14, 16, 18, 19, 21 through 23, and 25 through 36, and Section IV, steps 2 through 5, of the Diamond Aircraft work instruction specified in paragraph (f) of this AD. Where instructed to contact the manufacturer “in case of doubt” or for approved instructions, 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.

(j) Reporting

(1) Within 30 days after performing the initial inspection required by paragraph (i)(2) of this AD or within 30 days after the effective date of this AD, whichever occurs later, report the results of the initial

inspection, including no findings, to DAI. The report must include the information specified in Appendix B of the Diamond Aircraft work instruction specified in paragraph (f) of this AD.

(2) Report the results of each repetitive inspection required by paragraph (i)(3) of this AD, including no findings, to DAI within 30 days after that inspection. The report must include the information specified in Appendix B of the Diamond Aircraft work instruction specified in paragraph (f) of this AD.

(k) Credit for Previous Actions

You may take credit for the actions required by paragraph (i) of this AD if you performed those actions before the effective date of this AD using Diamond Aircraft Mandatory Service Bulletin MSB 42–149 and MSB 42NG–095, dated December 2, 2024 (issued as one document), published with Diamond Aircraft Work Instructions WI–MSB 42–149 and WI–MSB 42NG–095, Revision 1, dated December 5, 2024 (issued as one document), attached.

(l) 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 (m)(1) 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.

(m) Additional Information

(1) For more information about this AD, contact Evan Weaver, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 944–8910; email: evan.p.weaver@faa.gov.

(2) Material identified in this AD that is not incorporated by reference is available at the address specified in paragraph (n)(3) of this AD.

(n) 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 Mandatory Service Bulletin MSB 42–149 and MSB 42NG–095, dated December 2, 2024 (issued as one document), published with Diamond Aircraft Work Instruction WI–MSB 42–149 and WI–MSB 42NG–095, Revision 2, dated January 17, 2025 (issued as one document), attached.

(ii) Diamond Aircraft Temporary Revision TR–MAM–42–1333, for the DA 42 Airplane Flight Manual (AFM), Doc. No. 7.01.05–E, dated November 28, 2024.

(iii) Diamond Aircraft Temporary Revision TR–MAM–42–1333, for the DA 42 with OAM 42–102 Garmin GFC 700 AFM, Doc. No. 7.01.06–E, dated November 28, 2024.

(iv) Diamond Aircraft Temporary Revision TR–MAM–42–1333, for the DA 42 NG AFM, Doc. No. 7.01.15–E, dated November 28, 2024.

(v) Diamond Aircraft Temporary Revision TR–MAM–42–1333, for the DA 42 NG AFM, Doc. No. 7.01.16–E, dated November 28, 2024.

(3) For Diamond Aircraft material identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straße 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, 901 Locust, Kansas City, MO 64106. 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-locationsoremailfr.inspection@nara.gov.

Issued on January 6, 2026.

Paul R. Bernado,

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

[FR Doc. 2026–00163 Filed 1–7–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF LABOR

Occupational Safety and Health Administration

29 CFR Part 1910

[Docket No. OSHA–2019–0001]

RIN 1218–AC93

Hazard Communication Standard; Corrections

AGENCY: Occupational Safety and Health Administration (OSHA), Labor.

ACTION: Final rule; correction and technical amendment.

SUMMARY: OSHA is correcting several inadvertent errors in its Hazard Communication Standard (HCS). Most errors relate to the HCS final rule published in the **Federal Register** on May 20, 2024. On October 9, 2024, the agency issued a corrections notification and technical amendment to correct errors in that final rule which the agency believed could lead to confusion during the classification process or errors on labels and Safety Data Sheets (SDSs) if not expeditiously corrected. Following publication of the October 9, 2024 corrections notification and technical amendment, OSHA continued

its review of the regulatory text and identified additional minor and typographical errors in the regulatory text and appendices to the HCS. OSHA is issuing this correction document to address these additional minor errors. OSHA is also making one technical amendment to an appendix of the HCS unrelated to the May 20, 2024 final rule.

DATES: The corrections in this document are effective January 8, 2026. The incorporation by reference of certain material listed in this rule was approved by the Director of the Federal Register as of July 19, 2024.

FOR FURTHER INFORMATION CONTACT:

For Press Inquiries: Mr. Frank Meilinger, Director, OSHA Office of Communications, U.S. Department of Labor; telephone: (202) 693–1999; email: meilinger.francis2@dol.gov.

For General and Technical Information: Tiffany DeFoe, Director, Office of Chemical Hazards, Metals, Directorate of Standards and Guidance, OSHA, Room N–3718, U.S. Department of Labor, 200 Constitution Avenue NW, Washington, DC 20210; email defoe.tiffany@dol.gov.

SUPPLEMENTARY INFORMATION:

I. Overview

On May 20, 2024, OSHA published a final rule updating and revising its Hazard Communication Standard (HCS) (89 FR 44144). The final rule became effective on July 19, 2024. On October 9, 2024, the agency issued a corrections notification and technical amendment to correct errors in that final rule which the agency believed could lead to confusion during the classification process or errors on labels and Safety Data Sheets (SDSs) if not expeditiously corrected (89 FR 81829). Following publication of the October 9, 2024 corrections notification and technical amendment, OSHA continued its review of the final rule and identified additional minor and typographical errors in the regulatory text and appendices to the HCS. OSHA is issuing this correction document to address these additional minor errors which occur in paragraphs (c) and (d) of the regulatory text and in Appendices A, B, C, D, and F. These corrections reflect the agency's intent for the provisions of the final rule as explained in the preamble to the final rule. Some of these corrections are explained in the following discussion, and the table provided at the end of this section summarizes all the corrections included in this document.

Four of the corrections are to paragraph (c) of the regulatory text and one of the corrections is to paragraph (d)

of the regulatory text. These corrections add the heading “Definitions” to the beginning of paragraph (c), add “chemicals under pressure” to the definition of “Physical hazard,” correct the formatting of the text of “area” in the definition of “Work area” to match the formatting for other terms, and correct the definition for “Liquid”, which inadvertently did not include the conversion of 14.69 PSI for all references to vapor pressure. OSHA is also adding the heading “Hazard Classification” to paragraph (d), which was inadvertently omitted from the 2024 final rule.

The remainder of the errors corrected in this document are in the Appendices. For instance, in Appendix A, OSHA is correcting the reference within Figure A.1.1 which currently reads “apply formula in A.1.3.6.3” to “apply formula in A.1.3.6.4” to cross reference the correct paragraph. OSHA is also deleting elements that are in the GHS which were inadvertently included in the final rule but are not appropriate for OSHA's standard. These include statements such as “which can be used by those authorities requiring more than one designation for corrosivity” and “where sub-categorization is not required by a competent authority or” in paragraph A.2.2(a) and references to tables that do not appear in the HCS. OSHA is correcting figures A.6.1, A.7.1(a), A.7.1(b) and A.8.1, which were inadvertently altered in the final rule, and is replacing these figures with the versions of the figures included in the February 16, 2021 notice of proposed rulemaking (86 FR 9576). The agency received no comments on the proposed changes for Figure A.7.1(b) and intended to adopt them in the final rule. OSHA did not propose changes for the other figures.

In Appendix B, OSHA is correcting several errors in spelling and numbering in tables and text, as well as errors in the designations of several footnotes in Appendix B. In addition, OSHA is updating Note 2 for both Table B.3.1 and B.3.2 to follow the same format, to add “including their labeling elements” to be consistent with the GHS, and to correct cross references to other portions of Appendix B which were inadvertently omitted or numbered incorrectly. OSHA is also updating a footnote in each of Tables B.2.1, B.5.1, B.6.1 and B.7.1 by adding “chemicals under pressure.” This will align these footnotes with the text in Note 2 of Table B.3.2 regarding how chemicals under pressure should be classified.

In Appendix C, OSHA is correcting minor formatting errors in several places, such as italicizing, bolding, or