

- a. Revising the introductory text of paragraph (b); and
- b. Removing paragraphs (c), (d), (e), and (f)

The revision reads as follows:

§ 474.3 Petroleum-equivalent fuel economy calculation.

* * * * *

(b) The petroleum-equivalency factors for electric vehicles are as follows:

* * * * *

- 4. Add § 474.5 to read as follows:

§ 474.5 Review and Update.

The Department will review part 474 five years after the date of publication as a final rule to determine whether any updates and/or revisions are necessary. DOE will publish a notice in the **Federal Register** soliciting stakeholder input in this review. The Department will publish the findings of the review and any resulting adjustments to part 474 in the **Federal Register**.

- 5. Revise appendix A to part 474 to read as follows:

Appendix to Part 474—Sample Petroleum-Equivalent Fuel Economy Calculations

Example 1: An electric vehicle is tested in accordance with Environmental Protection Agency procedures and is found to have an Urban Dynamometer Driving Schedule energy consumption value of 265 Watt-hours per mile and a Highway Fuel Economy Driving Schedule energy consumption value of 220 Watt-hours per mile. The vehicle is not equipped with any petroleum-powered accessories. The combined electrical energy consumption value is determined by averaging the Urban Dynamometer Driving Schedule energy consumption value and the Highway Fuel Economy Driving Schedule energy consumption value using weighting factors of 55 percent urban, and 45 percent highway:

$$\begin{aligned} \text{combined electrical energy consumption} \\ \text{value} &= (0.55 * \text{urban}) + (0.45 * \text{highway}) \\ &= (0.55 * 265) + (0.45 * 220) = 244.75 \\ &\text{Wh/mile} \end{aligned}$$

Since the vehicle does not have any petroleum-powered accessories installed, the value of the petroleum equivalency factor is 82,049 Watt-hours per gallon, and the petroleum-equivalent fuel economy is:

$$\frac{82,049 \frac{\text{Wh}}{\text{gal}}}{244.75 \frac{\text{Wh}}{\text{mile}}} = 335.24 \text{ mpg}$$

Example 2: The vehicle from Example 1 is equipped with an optional diesel-fired cabin heater/defroster. For the purposes of this example, it is assumed that the electrical efficiency of the vehicle is unaffected.

Since the vehicle has a petroleum-powered accessory installed, the value of the petroleum equivalency factor is 73,844 Watt-

hours per gallon, and the petroleum-equivalent fuel economy is:

$$\frac{73,844 \frac{\text{Wh}}{\text{gal}}}{244.75 \frac{\text{Wh}}{\text{mile}}} = 301.71 \text{ mpg}$$

[FR Doc. 2026–00154 Filed 1–7–26; 8:45 am]

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SMALL BUSINESS ADMINISTRATION

13 CFR Part 107

RIN 3245–AI14

Small Business Investment Company (SBIC) Regulatory Amendments

AGENCY: U. S. Small Business Administration.

ACTION: Final rule; correction.

SUMMARY: The U.S. Small Business Administration (“SBA” or “Agency”) is correcting a final rule that appeared in the **Federal Register** on January 2, 2026. The document revised regulations for the Small Business Investment Company (“SBIC”) program to modify or remove from the Code of Federal Regulations (“CFR”) regulations that are obsolete, inefficient, or otherwise unnecessarily impede the licensing of small business investment companies (“SBICs”) and to remove certain barriers to investments in critical mineral extraction and processing and designated critical technologies.

DATES: Effective February 2, 2026.

FOR FURTHER INFORMATION CONTACT: Paul Van Eyl, Director of Financial Policy, Office of Investment and Innovation, U.S. Small Business Administration, *oii.policy@sba.gov*, 202–257–5955. This phone number can also be reached by individuals who are deaf or hard of hearing, or who have speech disabilities, through the Federal Communications Commission’s TTY-Based Telecommunications Relay Service teletype service at 711.

SUPPLEMENTARY INFORMATION: In FR 2025–24232 appearing on page 8 in the **Federal Register** of Monday, January 2, 2026, the following corrections are made:

§ 107.1700 [Corrected]

- 1. On page 9, in the first column, in part 30, instruction 30, “Amend § 107.1700 by revising the first to read as follows:” is corrected to read “Amend § 107.1700 by revising the first sentence to read as follows:”

§ 107.1820 [Corrected]

- 2. On page 9, in the second column, amendment 33 is corrected to read as “Amend § 107.1820 by revising paragraphs (a) and (d)(9) to read as follows:”

Paul Van Eyl,

Director of Financial Policy.

[FR Doc. 2026–00173 Filed 1–7–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2025–2265; Project Identifier MCAI–2024–00714–A; Amendment 39–23224; AD 2025–26–02]

RIN 2120–AA64

Airworthiness Directives; DAHER AEROSPACE (Type Certificate Previously Held by SOCATA) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2007–06–11 (AD 2007–06–11) for certain SOCATA (type certificate now held by DAHER AEROSPACE) Model TBM 700 airplanes. AD 2007–06–11 required repetitively inspecting the vertical stabilizer attachment fittings and bolts for cracks or corrosion, and, if necessary, repairing or replacing the damaged part and then applying a corrosion protection reinforcement. Since the FAA issued AD 2007–06–11, the European Union Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, superseded the previous Direction generale de l’aviation civile (DGAC) France AD to introduce new service information providing instructions for installing new vertical stabilizer attachment fittings having improved corrosion resistant material as an optional terminating action for the repetitive inspections. This AD retains the requirements of AD 2007–06–11 and includes a new optional terminating action for the repetitive inspections. 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.

The Director of the Federal Register approved the incorporation by reference