

(2) For airplanes with less than 100 total hours TIS as of the effective date of this AD: Within 100 hours TIS or 100 days, whichever occurs first after the effective date of this AD, accomplish the initial inspection of the safety hook, latching bolts, front and rear door guide blocks and the modification of the airplane with placards in accordance with the instructions of Section III, steps 5, 20 through 23, 28, 30, 31, and 33 through 36 in the Diamond Aircraft Work Instruction specified in paragraph (f) of this AD, except accomplish the actions required by step 20(f) in accordance with paragraphs (i)(4) and (5) of this AD.

(3) For airplanes that have accumulated 100 or more total hours TIS as of the effective date of this AD: Within 100 hours TIS or 100 days, whichever occurs first after the effective date of this AD, accomplish the initial inspection of the canopy and passenger door warning light, carbon hinges, safety hook, tension spring, retaining block, safety hook push button, safety hook mechanism, latching mechanism spring, gas spring, latching bolts, front and rear door guide blocks, and door frame; measure the passenger door handle actuation force; and accomplish the modification of the airplane with placards in accordance with the instructions of Section III, steps 2 through 10, 12, 13, 15, 17, 18, 20 through 24, and 28 through 36 in the Diamond Aircraft Work Instruction specified in paragraph (f) of this AD, except accomplish the actions required by step 20(f) in accordance with paragraphs (i)(4) and (5) of this AD.

(4) If, during the inspection required by step 20(f) in the Diamond Aircraft Work Instruction specified in paragraph (f) of this AD, the force measured is less than 1.8 kg (18 N), and if the force measured during the inspection required by step 20(c) was between 2 kg (20 N) and 6 kg (60 N), perform the following:

(i) Repeat the inspection required by step 20(c) in the Diamond Aircraft Work Instruction specified in paragraph (f) of this AD every 100 hours TIS until the replacement of the gas spring required by paragraph (i)(4)(ii) of this AD is accomplished.

(ii) Within 12 months after the effective date of this AD, replace the gas spring in accordance with the Diamond Aircraft Work Instruction specified in paragraph (f) of this AD.

(5) If, during the inspection specified in step 20(f) in the Diamond Aircraft Work Instruction specified in paragraph (f) of this AD, the force measured is less than 1.8 kg (18 N), and if the force measured during the inspection required by step 20(c) was greater than 6 kg (60 N) or less than 2 kg (20 N), before further flight, replace the gas spring.

(6) If, during any inspection as required by paragraph (i)(2) or (3) of this AD, any findings, as defined in Section III, steps 5, 6, 9, 12, 20, and 23 are identified, before further flight, accomplish the applicable corrective action(s) in accordance with the instructions of Section IV, IV.1, steps 1 through 9, IV.2, steps 1 and 2, IV.3, steps 1 and 2, and IV.4, steps 1 through 5 in the Diamond Aircraft Work Instruction specified in paragraph (f) of this AD.

(7) Where the instructions of Section III or Section IV of the Diamond Aircraft Work Instruction specified in paragraph (f) of this AD state 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; Transport Canada; or DAI’s Transport Canada 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) No Reporting Requirement

Although the material referenced in paragraph (f) of this AD specifies to submit information to the manufacturer, this AD does not require that action.

#### (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 40–103/MSB F4–042/MSB D4–114/MSB 40NG–084 REV. 1, dated May 15, 2025 (issued as one document), published with Diamond Aircraft Work Instruction WI–MSB 40–103/WI–MSB F4–042/WI–MSB D4–114/WI–MSB 40NG–084 REV. 1, dated May 15, 2025 (issued as one document); or Diamond Aircraft Mandatory Service Bulletin MSB 40–103/MSB F4–042/MSB D4–114/MSB 40NG–084 REV. 0, dated March 20, 2025 (issued as one document), published with Diamond Aircraft Work Instruction WI–MSB 40–103/WI–MSB F4–042/WI–MSB D4–114/WI–MSB 40NG–084 REV. 0, dated March 20, 2025 (issued as one document).

#### (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) of this AD and email to: [AMOC@faa.gov](mailto: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

For more information about this AD, contact Fatin Saumik, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228–7300; email: [fatin.r.saumik@faa.gov](mailto:fatin.r.saumik@faa.gov).

#### (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 40–103/MSB F4–042/MSB D4–114/MSB 40NG–084 REV. 2, dated June 5, 2025 (issued as one document), published with Diamond Aircraft Work Instruction WI–MSB 40–103/WI–MSB F4–042/WI–MSB D4–114/WI–MSB 40NG–084 REV. 2, dated June 5, 2025 (issued as one document).

(ii) Diamond Aircraft DA 40 Airplane Flight Manual (AFM) Doc. No. 6.01.01–E Temporary Revision TR–MAM–40–1203, Door Latching and Locking, dated December 16, 2024.

(iii) Diamond Aircraft DA 40 F AFM Doc. No. 6.01.02–E Temporary Revision TR–MAM–40–1203/a, Door Latching and Locking, dated December 16, 2024.

(iv) Diamond Aircraft DA 40 NG AFM Doc. No. 6.01.15–E Temporary Revision TR–MAM–40–1203/a, Door Latching and Locking, dated February 18, 2025.

(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; email: [support-canada@diamondaircraft.com](mailto:support-canada@diamondaircraft.com); website: [diamondaircraft.com](http://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-locations](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on May 6, 2026.

**Steven W. Thompson,**

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

[FR Doc. 2026–09574 Filed 5–12–26; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

#### 33 CFR Part 165

[Docket Number USCG–2026–0561]

RIN 1625–AA00

#### Safety Zones; Fireworks Displays in the USCG East District

**AGENCY:** Coast Guard, Department of Homeland Security.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard is proposing to amend its safety zones for fireworks displays in the USCG East District by adding safety zones for three recurring events and amending one recurring

event located in the Virginia Captain of the Port Zone. This Notice of Proposed Rule Making (NPRM) would provide for the safety of life on the navigable waters at the confluence of the James River and the Appomattox River, on the Hampton River, on the East River, and on the Elizabeth River at Town Point Reach during firework displays which are typically held on each of those rivers annually.

**DATES:** Comments and related material must be received by the Coast Guard on or before May 18, 2026.

**ADDRESSES:** To submit comments and view available documents, go to <https://www.regulations.gov> and search for USCG–2026–0561.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this proposed rule, contact LCDR Justin Z. Strassfield, Sector Virginia Waterways Management Division, U.S. Coast Guard; by phone, at (206) 815–7367, or by email, at [VirginiaWaterways@uscg.mil](mailto:VirginiaWaterways@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Table of Abbreviations**

CFR Code of Federal Regulations  
 COTP Captain of the Port  
 DHS Department of Homeland Security  
 FR Federal Register  
 NPRM Notice of proposed rulemaking  
 § Section  
 U.S.C. United States Code

**II. Background and Authority**

Within the USCG East District, the Coast Guard has compiled many recurring safety zones in one regulation, 33 CFR 165.506. Within § 165.506, these safety zones are arranged in tables, organized by Captain of the Port Zone. We are now proposing to add three recurring firework displays and amend one recurring firework display to the table for the Virginia Captain of the Port Zone. General provisions of § 165.506, such as definitions, controls on vessel movement, and Coast Guard contact information would apply to these safety zones. In past years, we have promulgated temporary final rules to address particular instances of one of these events. As we anticipate that these events will continue to occur annually for the foreseeable future, we are proposing a permanent safety zone for each of the events.

The Captain of the Port Sector Virginia (COTP) has determined that potential hazards include dangerous projectiles and falling debris. Therefore, the COTP is proposing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within these safety

zones. The regulatory text we are proposing appears at the end of this document.

**III. Discussion of the Rule**

The first proposed safety zone would establish a regulated area which would be subject to enforcement on the fourth or fifth Saturday in June of each year. This year, it would be subject to enforcement June 27, 2026, from 9 p.m. until 10 p.m. The safety zone would encompass the fallout zone located within a portion of the waters at the confluence of the Appomattox River and James River in Hopewell, VA.

The second proposed safety zone would establish a regulated area on July 3rd, 4th, 5th, or 6th of each year, beginning July 4, 2026, from 9 p.m. until 10 p.m. The safety zone would encompass two separate areas located on a portion of the Hampton River in Hampton, VA. One area would surround a fireworks barge on the Hampton River and the other area would provide for a landside launch adjacent to the Hampton River.

The third proposed safety zone would establish a regulated area on July 3rd, 4th, 5th, or 6th of each year, beginning July 5, 2026, from 9 p.m. until 10 p.m. The safety zone would encompass a portion of the East River in Mathews, VA.

The proposed amendment to an existing safety zone would update the date of enforcement for Item 13 in Table 3 to paragraph (h)(3) of § 165.506 to one Saturday in June or June 19th, and on July 4th of each year, beginning July 4, 2026, from 9 p.m. until 10 p.m.

As the dates and times of the events are subject to change, the dates and times that the proposed safety zones for the events would be subject to enforcement would also be subject to change, in accordance with regulatory text found in 33 CFR 165.506(c). In the event of a change, the Captain of the Port would provide notice to the public by publishing a Notification of Enforcement in the **Federal Register**, as well as by issuing a Broadcast Notice to Mariners.

As provided in 33 CFR 165.506(d), no vessel or person would be permitted to enter the safety zone without obtaining permission from the COTP or their designated representative. The regulatory text we are proposing appears at the end of this document.

**IV. Regulatory Analyses**

We developed this proposed rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses

based on a number of these statutes and Executive orders.

**A. Impact on Small Entities**

The Regulatory Flexibility Act of 1980, 5 U.S.C. 601–612, as amended, requires Federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. Section 605 of the RFA allows an agency to certify a rule, in lieu of preparing an analysis, if the rulemaking is not expected to have a significant economic impact on a substantial number of small entities. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities for the following reasons.

Vessel traffic would be able to safely transit around the regulated areas. This regulation would only impact a small area for 1 hour. The enforcement period is during a time when vessel traffic is normally low. In addition, the Coast Guard would issue a Broadcast Notice to Mariners via VHF FM marine channel 16, which would allow small entities to adjust their transit plans, and the rule allows vessels to request permission to enter the regulated area from the COTP.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this proposed rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this proposed rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104–121), if this proposed rule would affect your small business, organization, or governmental jurisdiction and you have questions, contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Small businesses may send comments to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards by calling 1–888–REG–FAIR (1–888–734–3247).

**B. Collection of Information**

This proposed rule would not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

*C. Federalism and Indian Tribal Governments*

We have analyzed this proposed rule under Executive Order 13132, Federalism, and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in that Order.

Also, this proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

*D. Unfunded Mandates Reform Act*

As required by The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538), the Coast Guard certifies that this proposed rule would not result in an annual expenditure of \$100,000,000 or more (adjusted for inflation) by a State, local, or tribal government, in the aggregate, or by the private sector.

*E. Environment*

We have analyzed this proposed rule under Department of Homeland Security Directive 023–01, Rev. 1, associated implementing instructions, and Environmental Planning COMDTINST 5090.1 (series), which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 *et seq.*), and have determined that this action is one of a category of actions that do not

individually or cumulatively have a significant effect on the human environment.

This proposed rule is a safety zone. It is categorically excluded from further review under paragraph L60(a) of Appendix A, Table 1 of DHS Instruction Manual 023–01–001–01, Rev. 1.

**V. Public Participation and Request for Comments**

We view public participation as essential to effective rulemaking and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

*Submitting comments.* We encourage you to submit comments at <https://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG–2026–0561 in the search box and click “Search.” Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If you cannot submit your material by using <https://www.regulations.gov>, call or email the person in the **FOR FURTHER INFORMATION CONTACT** section of this proposed rule for alternate instructions.

*Viewing material in the docket.* To view available documents, find the docket as described in the previous paragraph, and then select “Supporting & Related Material” in the Document Type column. We will post public

comments in our online docket. Additional information is on the <https://www.regulations.gov> Frequently Asked Questions webpage.

*Personal information.* We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions to the docket in response to this document, see DHS’s eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

**List of Subjects in 33 CFR Part 165**

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Waterways.

For the reasons discussed in the preamble, the Coast Guard is proposing to amend 33 CFR part 165 as follows:

**PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS**

■ 1. The authority citation for part 165 continues to read as follows:

**Authority:** 46 U.S.C. 70034, 70051, 70124; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Department of Homeland Security Delegation No. 00170.1, Revision No. 01.4.

■ 2. In § 165.506, amend Table 3 to paragraph (h)(3) by adding entries for “Item 15” “Item 16”, and “Item 17” to read as follows:

**§ 165.506 Safety Zones; Fireworks Displays in the USCG East District.**

\* \* \* \* \*

(3) Coast Guard Sector Virginia—COTP Zone

TABLE 3 TO PARAGRAPH (h)(3)

15	June—4th or 5th Saturday.	Confluence of the James River and the Appomattox River, Hopewell, VA; Safety Zone.	All navigable waters within 250 yards of a fireworks barge located at position 37°18'52" N, 077°17'12.5" W, at the confluence of the James River and the Appomattox River, near City Point in Hopewell, VA.
16	July 3rd, 4th, 5th, or 6th	Hampton River, Hampton, VA, Safety Zone.	All navigable waters of the Hampton River, within a 250' radius of a fireworks barge located at position 37°01'21.3" N, 076°20'29.8" W and all waters within the following positions: 37°1'29" N, 076°20'19" W; 37°1'30" N, 076°20'25" W; 37°1'27" N, 076°20'28" W; 37°1'23" N, 076°20'29" W; 37°1'23" N, 076°20'26" W, in Hampton, VA.
17	July 3rd, 4th, 5th, or 6th	East River, Mathews, VA; Safety Zone.	All navigable waters of the East River, within an 800' radius of position 37°24'02" N, 076°20'49" W, in Mathews, VA.

■ 3. In § 165.506, amend Table 3 to paragraph (h)(3) by amending entries for “Item 13” to read as follows:

**§ 165.506 Safety Zones; Fireworks Displays in the USCG East District.**

\* \* \* \* \*

(3) Coast Guard Sector Virginia—COTP Zone

TABLE 3 TO PARAGRAPH (h)(3)

*	*	*	*	*	*	*
13 .....	June—One Saturday or June 19th; and July 4th.	Elizabeth River, Town Point Reach, Norfolk, VA; Safety Zone.	All waters of the Elizabeth River, Town Point Reach within a 500-yard radius of approximate position of the fireworks barge latitude 36°50'41" N, longitude 076°17'47" W, in vicinity of Town Point Park in Norfolk, VA.			
*	*	*	*	*	*	*

**Peggy M. Britton,**  
*Captain, U.S. Coast Guard, Captain of the Port, Sector Virginia.*  
 [FR Doc. 2026-09492 Filed 5-12-26; 8:45 am]  
**BILLING CODE 9110-04-P**

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Parts 49, 51, and 52**  
**[EPA-HQ-OAR-2025-0618; FRL-12757-01-OAR]**  
**RIN 2060-AW84**

**Begin Actual Construction in the New Source Review (NSR) Preconstruction Permitting Program**

**AGENCY:** Environmental Protection Agency (EPA).  
**ACTION:** Proposed rule.

**SUMMARY:** The U.S. Environmental Protection Agency (EPA) is proposing revisions to the New Source Review (NSR) air permitting regulations. These regulatory revisions would distinguish between construction of a stationary source and construction of non-emitting components or structures, while clarifying and codifying that the latter can occur before an owner or operator obtains an NSR air permit for a new major stationary source or major modification of an existing major stationary source. The revisions will update the definition of “begin actual construction” and add a definition of “pollutant-emitting activities” in the Federal NSR regulations for both Nonattainment New Source Review (NNSR) and Prevention of Significant Deterioration (PSD); revise the definition of “begin construction” and “commence construction” in the Federal minor NSR regulations applicable in Indian country; and address the applicability procedures for “begin actual construction” in the NNSR regulations.

**DATES:** Comments must be received on or before June 29, 2026.  
*Public hearing:* If anyone contacts us requesting a public hearing on or before May 18, 2026, the EPA will hold a virtual public hearing on May 28, 2026. See **SUPPLEMENTARY INFORMATION** for

information on requesting and registering for a public hearing.  
**ADDRESSES:** You may send comments, identified by Docket ID No. EPA-HQ-OAR-2025-0618, by any of the following methods:  
 • *Federal eRulemaking Portal:* <https://www.regulations.gov> (our preferred method). Follow the online instructions for submitting comments. You can also find a plain language summary of the rule on the Federal eRulemaking Portal.  
 • *Email:* [a-and-r-docket@epa.gov](mailto:a-and-r-docket@epa.gov). Include Docket ID No. EPA-HQ-OAR-2025-0618 in the subject line of the message.  
 • *Fax:* (202) 566-9744.  
 • *Mail:* U.S. Environmental Protection Agency, EPA Docket Center, Docket ID No. EPA-HQ-OAR-2025-0618, Mail Code 28221T, 1200 Pennsylvania Avenue NW, Washington, DC 20460.  
 • *Hand Delivery or Courier (by scheduled appointment only):* EPA Docket Center, WJC West Building, Room 3334, 1301 Constitution Avenue NW, Washington, DC 20004. The Docket Center’s hours of operations are 8:30 a.m. to 4:30 p.m., Monday through Friday (except Federal holidays).  
*Instructions:* All submissions received must include the Docket ID No. EPA-HQ-OAR-2025-0618 for this rulemaking. Comments received may be posted without change to <https://www.regulations.gov>, including any personal information provided. For detailed instructions on sending comments and additional information on the rulemaking process, see the **SUPPLEMENTARY INFORMATION** section of this document. For information on EPA Docket Center services, please visit us online at <https://www.epa.gov/dockets>.  
**FOR FURTHER INFORMATION CONTACT:** For information about this proposed rule, contact Andrew Kormos, Permitting & Program Support Division, Office of State Air Partnerships, Environmental Protection Agency, Post Office Box 12055, Research Triangle Park, NC 27711; telephone number: (919) 541-4566; email address: [kormos.andrew@epa.gov](mailto:kormos.andrew@epa.gov).  
**SUPPLEMENTARY INFORMATION:**

*Participation in virtual public hearing.* To request a virtual public hearing, contact the public hearing team at 919-541-9782 or by email at [OSAPpublichearing@epa.gov](mailto:OSAPpublichearing@epa.gov). If requested, the hearing will be held via virtual platform on May 28, 2026. The hearing will convene at 10 a.m. Eastern Time (ET) and will conclude at 4 p.m. ET; additional hearing hours may be added at the discretion of the EPA. The EPA may close a session 15 minutes after the last pre-registered speaker has testified if there are no additional speakers. The EPA will announce further details at <https://www.epa.gov/nsr/nsr-regulatory-actions>.  
 If a public hearing is requested, the EPA will begin pre-registering speakers for the hearing no later than one business day after a request has been received. To register to speak at the virtual hearing, please use the online registration form available at <https://www.epa.gov/nsr/nsr-regulatory-actions> or contact the public hearing team at 919-541-9782 or by email at [OSAPpublichearing@epa.gov](mailto:OSAPpublichearing@epa.gov). The last day to pre-register to speak at the hearing will be May 25, 2026. Prior to the hearing, the EPA will post a general agenda that will list pre-registered speakers in approximate order at: <https://www.epa.gov/nsr/nsr-regulatory-actions>.  
 The EPA will make every effort to follow the schedule as closely as possible on the day of the hearing; however, please plan for the hearings to run either ahead of schedule or behind schedule.  
 Each commenter will have approximately four minutes to provide oral testimony. The EPA recommends submitting the text of your oral testimony as written comments to the rulemaking docket.  
 During the hearing, the EPA may ask clarifying questions but will not respond to comments made during oral testimonies. Written statements and supporting information submitted during the comment period will be considered with the same weight as oral testimony and supporting information presented at the public hearing.  
 Please note that any updates made to any aspect of the hearing will be posted