

§ 337.206 Special rules for OPM.

(a) OPM may issue direct hire certificates in conjunction with any direct hire authority authorized under subpart B of this part.

(b) OPM will provide participating agencies information concerning applicants entitled to priority consideration under part 330, subpart G, of this chapter who applied to the pooled announcement, and each agency must provide such applicants selection priority in accordance with that subpart.

(c) Each agency using an OPM-issued direct hire certificate must clear RPL and CTAP before making a selection from the certificate in accordance with 5 CFR part 330, subparts B and F.

(d) Agencies using OPM-issued direct hire certificates may not assess applicants for purposes of determining relative qualifications through rating and ranking, but may select among qualified candidates on the basis of relative qualifications.

(e) The requirements of this section apply to OPM-issued direct hire certificates notwithstanding § 337.201(a).

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**OFFICE OF PERSONNEL
MANAGEMENT****5 CFR Part 330**

[Docket ID: OPM–2025–0107]

RIN 3206–AO86

Reduction in Force; Correction

AGENCY: Office of Personnel Management.

ACTION: Final rule; correcting amendment.

SUMMARY: The Office of Personnel Management (OPM) is correcting a final rule that appeared in the **Federal Register** on August 3, 2026, and became effective on September 2, 2026. That rule revised OPM's reduction in force regulations and made related revisions to the Career Transition Assistance Plan (CTAP) regulations. An amendatory instruction in the rule inadvertently resulted in the removal of two paragraphs from the definition of “displaced”. This document restores those paragraphs.

DATES: Effective September 15, 2026.

FOR FURTHER INFORMATION CONTACT: Mr. Aaron Gottesman at (202) 606–0960 or by email at employ@opm.gov.

SUPPLEMENTARY INFORMATION:

Background

On August 3, 2026, OPM published a final rule titled “Reduction in Force” at 91 FR 49178 (FR 2026–15665), effective September 2, 2026. Among other things, the final rule revised the definitions of “displaced” and “surplus” in 5 CFR 330.602 to replace references to career and career-conditional (tenure group I or II) employees with references to employees in the competitive service tenure group.

Need for Correction

Amendatory instruction 11 of the final rule, at 91 FR 49217, directed that paragraph (1) of the definition of “displaced” in § 330.602 be revised, and set out only the introductory text of that paragraph as the revised text. OPM intended to revise only the introductory text of paragraph (1), and to leave paragraphs (1)(i) and (1)(ii) of the definition unchanged. As published, however, instruction 11 had the effect of removing paragraphs (1)(i) and (1)(ii), which describe the circumstances under which a competitive service employee is “displaced” for purposes of CTAP: receipt of a reduction in force separation notice under 5 CFR part 351, or receipt of a notice of proposed removal under 5 CFR part 752 for declining a directed geographic relocation outside the local commuting area. Without these paragraphs, the definition is incomplete. This document corrects the error by revising paragraph (1) of the definition of “displaced” in its entirety, restating the introductory text as revised by the final rule and restoring paragraphs (1)(i) and (1)(ii) as they read before the final rule.

The revision of paragraph (1) of the definition of “surplus” in instruction 11 was published as intended and is not affected by this correction.

Administrative Procedure Act

OPM finds that good cause exists under 5 U.S.C. 553(b)(B) to issue this correcting amendment without prior notice and opportunity for public comment. This document makes no substantive change to the regulations. It restores regulatory text that was in effect before September 2, 2026, that OPM did not propose to remove, and that the final rule did not discuss removing; notice and comment are therefore unnecessary. For the same reasons, OPM finds good cause under 5 U.S.C. 553(d)(3) to make this correction effective upon publication.

List of Subjects in 5 CFR Part 330

Administrative practice and procedure, Armed forces reserves,

District of Columbia, Government employees.

Signing Statement

The Director of OPM, Scott Kupor, reviewed and approved this document and has authorized the undersigned to electronically sign and submit this document to the Office of the Federal Register for publication.

Office of Personnel Management.

Jerson Matias,

Federal Register Liaison.

Accordingly, 5 CFR part 330 is corrected by making the following correcting amendment:

**PART 330—RECRUITMENT,
SELECTION, AND PLACEMENT
(GENERAL)**

■ 1. The authority citation for part 330 continues to read as follows:

Authority: 5 U.S.C. 1104, 1302, 3301, 3302, 3304, and 3330; E.O. 10577, 3 CFR, 1954–58 Comp., p. 218; Section 330.103 also issued under 5 U.S.C. 3327; Subpart B also issued under 5 U.S.C. 3315 and 8151; Section 330.401 also issued under 5 U.S.C. 3310; Subparts F and G also issued under Presidential Memorandum on Career Transition Assistance for Federal Employees, September 12, 1995; Subpart G also issued under 5 U.S.C. 8337(h) and 8456(b). § 330.1301 also issued under 5 U.S.C. 9201–9206 and Pub. L. 116–92, sec. 1122(b)(1).

**Subpart F—Agency Career Transition
Assistance Plan (CTAP) for Local
Surplus and Displaced Employees**

■ 2. Amend § 330.602 by revising paragraph (1) of the definition of “displaced” to read as follows:

§ 330.602 Definitions.

* * * * *

Displaced * * *

(1) A current competitive service employee in the competitive service tenure group at grade GS–15 (or equivalent) or below (or another qualifying competitive service appointment, as determined by OPM) who:

(i) Received a reduction in force (RIF) separation notice under part 351 of this chapter and has not declined an offer under part 351, subpart G, of this chapter of a position with the same type of work schedule and a representative rate at least as high as that of the position from which the employee will be separated; or

(ii) Received a notice of proposed removal under part 752 of this chapter for declining a directed geographic relocation outside of the local

commuting area (e.g., a directed reassignment or change in duty station).

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2026-4632; Project Identifier MCAI-2026-00036-A; Amendment 39-23455; AD 2026-17-11]

RIN 2120-AA64

Airworthiness Directives; Pilatus Aircraft Ltd. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Pilatus Aircraft Ltd. (Pilatus) Model PC-24 airplanes. This AD was prompted by a report that a solid-state relay (SSR) used in the left-hand (LH) windshield heating system may allow reverse current flow when in the OFF position. This AD requires modification of the airplane and replacement of the affected SSR with a serviceable part. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 20, 2026.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 20, 2026.

ADDRESSES:

AD Docket: You may examine the AD docket at regulations.gov under Docket No. FAA-2026-4632; 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 European Union Aviation Safety Agency (EASA) material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu.

• You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1100 Main, Kansas City, MO 64105. 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-2026-4632.

FOR FURTHER INFORMATION CONTACT:

Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: doug.rudolph@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 certain Pilatus Model PC-24 airplanes. The NPRM was published in the Federal Register on May 13, 2026 (91 FR 26949). The NPRM was prompted by EASA AD 2026-0008, dated January 15, 2026 (EASA AD 2026-0008) (also referred to as the MCAI), issued by EASA, which is the Technical Agent for the Member States of the European Union. The MCAI states that the PC-24 windshield de-fog (low power windshield heating) is switched ON and OFF by an SSR. The affected part allows current to flow in reverse direction when it is in the OFF position. If, during a dual generator failure, the emergency windshield heat button is pushed, the batteries power the windshield heating. The batteries also power the electrical power distribution units (EPDU) 1 and 3 via the affected part. A reversal of current flow could cause the function of the emergency windshield heat to fail when required. As a result, the LH side window may not be fully de-fogged, and ice may not

be cleared from either the LH or the right-hand windshield.

In the NPRM, the FAA proposed to require modification of the airplane and replacement of the affected SSR with a serviceable part. 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 under Docket No. FAA-2026-4632.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

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. Except for minor editorial changes, this AD is adopted as proposed in the NPRM. None of the changes will increase the economic burden on any operator.

Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EASA AD 2026-0008, which specifies procedures for replacement of the LH windshield heating SSR with a serviceable part. 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.

Costs of Compliance

The FAA estimates that this AD affects 168 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
Replace SSR and cables (125 airplanes)	5 work-hours × \$85 per hour = \$425	\$1,032	\$1,457	\$182,125
Replace SSR (43 airplanes)	2.5 work-hours × \$85 per hour = \$212.50	32	244.50	10,513.50