

7.01.06–E Temporary Revision TR–MAM–42–1333, Door Latching and Locking, dated November 28, 2024.

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

(v) Diamond Aircraft DA 42 NG AFM Doc. No. 7.01.16–E Temporary Revision TR–MAM–42–1333, Door Latching and Locking, 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](mailto:office@diamond-air.at); 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 August 20, 2025.

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

[FR Doc. 2025–16195 Filed 8–22–25; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2025–2265; Project Identifier MCAI–2024–00714–A]

RIN 2120–AA64

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

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** The FAA proposes to supersede Airworthiness Directive (AD) 2007–06–11, which applies to certain SOCATA (type certificate now held by DAHER AEROSPACE) Model TBM 700 airplanes. AD 2007–06–11 requires 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European Union, superseded the previous Direction generale de l’aviation civile (DGAC) France AD to introduce new service information providing instructions for installing new vertical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 proposed AD would retain the requirements of AD 2007–06–11 and include a new optional terminating action for the repetitive inspections. The FAA is proposing this AD to address the unsafe condition on these products.

**DATES:** The FAA must receive comments on this NPRM by October 9, 2025.

**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](http://regulations.gov). Follow the instructions for submitting comments.
- *Fax:* (202) 493–2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 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](http://regulations.gov) under Docket No. FAA–2025–2265; 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 DAHER AEROSPACE and EADS SOCATA material identified in this proposed 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](mailto:tbmcare@daher.com); website: [daher.com](http://daher.com).

• 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.

**FOR FURTHER INFORMATION 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](mailto:hye.yoon.jang@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 to an address listed under **ADDRESSES**. Include “Docket No. FAA–2025–2265; Project Identifier MCAI–2024–00714–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 the 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](http://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 Hye Yoon Jang, 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 FAA issued AD 2007–06–11, Amendment 39–14992 (72 FR 12546, March 16, 2007) (AD 2007–06–11), for certain serial-numbered SOCATA (type certificate now held by DAHER AEROSPACE) Model TBM 700 airplanes. AD 2007–06–11 was prompted by DGAC France AD F–2003–366 R1, dated November 24, 2004 (DGAC France AD F–2003–366 R1).

DGAC was the aviation authority for France prior to EASA.

AD 2007–06–11 requires 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. The FAA issued AD 2007–06–11 to address cracks in a vertical stabilizer attachment fitting, which, if not addressed, could result in reduced structural integrity of the vertical stabilizer.

#### Actions Since AD 2007–06–11 Was Issued

Since the FAA issued AD 2007–06–11, EASA superseded DGAC France AD F–2003–366 R1, and issued EASA AD 2019–0070, dated March 28, 2019 (also referred to as the MCAI). The MCAI states that cracks were found on a vertical stabilizer attachment fitting on a TBM 700 aeroplane in service. Investigation results showed that these cracks were due to corrosion. This unsafe condition could result in reduced structural integrity of the vertical stabilizer. To address this condition, EASA AD 2019–0070 retained all of the requirements of DGAC France AD F–2003–366 R1 and included an optional terminating action for the repetitive inspections of the vertical stabilizer attachment fittings and bolts. The optional terminating action requires installing new vertical stabilizer attachment fittings (referred to as serviceable parts in EASA AD 2019–0070) made from material that has improved corrosion resistance.

The FAA is proposing 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–2025–2265.

#### Material Incorporated by Reference Under 1 CFR Part 51

The FAA reviewed EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Amendment 3, dated December 2007. This material specifies procedures for inspecting the vertical stabilizer attachment fittings for crack(s) and corrosion, repairing or replacing any damaged part, and applying corrosion protection reinforcement on the attachment fittings.

The FAA also reviewed DAHER Aerospace TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Revision 4, dated December 2018. This material specifies procedures for inspecting the vertical stabilizer attachment fittings for crack(s) and corrosion, repairing or replacing any damaged part, and applying corrosion protection on the attachment fittings.

In addition, the FAA reviewed DAHER AEROSPACE TBM Aircraft Recommended Service Bulletin SB 70–255, dated December 2018. This material specifies procedures for modifying the vertical stabilizer and fuselage by installing new front and rear fittings.

This proposed AD would also require EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Amendment 1, dated August 2004, which the Director of the Federal Register approved for incorporation by reference as of April 20, 2007 (72 FR 12546, dated March 16, 2007).

Furthermore, this proposed AD would also require EADS SOCATA TBM Aircraft Mandatory Service Bulletin No.

SB 70–104, Amendment 2, dated January 2007, which the Director of the Federal Register approved for incorporation by reference as of April 20, 2007 (72 FR 12546, dated March 16, 2007).

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 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, it 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 retain all of the requirements of AD 2007–06–11. This proposed AD would also provide a new optional terminating action for the repetitive inspections by replacing each affected part with a new zero-time vertical stabilizer attachment fitting made from improved corrosion resistant material.

#### Costs of Compliance

The FAA estimates that this AD, if adopted as proposed, would affect up to 309 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
Inspect vertical stabilizer attachment fittings.	4 work-hours × \$85 per hour = \$340 (per inspection cycle).	\$0	\$340 (per inspection cycle) ....	\$105,060 (per inspection cycle).

The FAA estimates the following costs to do any necessary replacements that would be required based on the results of the proposed inspections. The agency has no way of determining the

number of airplanes that might need these replacements.

Either the replacement of the vertical stabilizer attachment fittings or the installation of improved design vertical stabilizer attachment fittings, as

presented below, can be done if required based any inspection in this proposed AD. If the improved design fittings are installed, then the repetitive inspections are terminated.

#### ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Replace vertical stabilizer attachment fittings.	10 work-hours × \$85 per hour = \$850.	\$5,000 .....	\$5,850

ON-CONDITION COSTS—Continued

Action	Labor cost	Parts cost	Cost per product
Optional terminating action, install (new) design vertical stabilizer attachment fittings.	10 work-hours × \$85 per hour = \$850.	\$5,000 .....	\$5,850

The FAA has no way of determining the costs pertaining to necessary repairs that would be required in accordance with a method approved by the FAA, EASA, or Daher’s EASA Designated Organization Approval.

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 that the 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:
  - a. Removing Airworthiness Directive 2007–06–11, Amendment 39–14992 (72 FR 12546, March 16, 2007); and
  - b. Adding the following new airworthiness directive:

DAHER AEROSPACE (Type Certificate previously held by SOCATA): Docket No. FAA–2025–2265; Project Identifier MCAI–2024–00714–A.

(a) Comments Due Date

The FAA must receive comments on this airworthiness directive (AD) by October 9, 2025.

(b) Affected ADs

This AD replaces AD 2007–06–11, Amendment 39–14992 (72 FR 12546, dated March 16, 2007) (AD 2007–06–11).

(c) Applicability

This AD applies to DAHER AEROSPACE (type certificate previously held by SOCATA) Model TBM 700 airplanes, manufacturer serial numbers 001 through 308 inclusive and 310, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5530, Vertical Stabilizer Structure.

(e) Unsafe Condition

This AD was prompted by reports of cracks due to corrosion on a vertical stabilizer attachment fitting. The FAA is issuing this AD to detect and address cracks on the vertical stabilizer attachment fitting. The unsafe condition, if not addressed, could result in reduced structural integrity of the vertical stabilizer.

(f) Definitions

For the purpose of this AD, the following definitions apply:

- (1) *Affected Part*: Vertical stabilizer attachment fitting having part number (P/N) T700A5530072101, T700A5530073000, T700A5340023100, T700A5340052100, or T700A5530072100.

- (2) *New Part*: A new zero-time vertical stabilizer attachment fitting having P/N T700A553007300151, T700A553007210251, T700A534009810000, or T700A534009910000.

(g) Compliance

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

(h) Retained Actions From AD 2007–06–11 With Reference to New Service Bulletins and Before Further Flight Compliance Time Added to Corrective Action

(1) Within the next 600 hours time-in-service (TIS) or the next 12 months, whichever occurs first, after April 10, 2007 (the effective date of AD 2007–06–11), inspect the affected part as defined in paragraph (f)(1) of this AD, and the affected part bolts, for cracks or corrosion, and, if necessary, before further flight, repair or replace the damaged affected part and then apply a corrosion protection reinforcement, in accordance with EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. SB 70–104, Amendment 1, dated August 2004; EADS SOCATA TBM Aircraft Mandatory Service Bulletin No. 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. Where the material above states to send the damaged parts to Socata and send photos of drawings if exfoliations is detected, this AD does not require these actions.

(2) Repeat the actions required by paragraph (h)(1) of this AD at intervals not to exceed 1,200 hour TIS or 24 months, whichever occurs first in accordance with EADS SOCATA Service Bulletin SB 70–104, 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 2 to paragraph (j):** 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](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.

#### (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](mailto: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 [DATE 35 DAYS AFTER PUBLICATION OF THE FINAL RULE].

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

Issued on August 21, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025–16263 Filed 8–22–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 73

[Docket No. FAA–2025–2318; Airspace Docket No. 25–ASW–2]

RIN 2120–AA66

#### Establishment of Restricted Areas R–6319A&B in the Vicinity of South Padre Island, TX

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to establish restricted areas R–6319 (A and B) in the vicinity of South Padre Island, TX. The new restricted areas would provide U.S. Customs and Border Protection (CBP) with the ability to deploy a tethered aerostat in support of homeland security and national defense.

**DATES:** Comments must be received on or before October 9, 2025.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA–2025–2318 and Airspace Docket No. 25–ASW–2 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M–30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey

Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

*Docket:* Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

#### FOR FURTHER INFORMATION CONTACT:

Steven Roff, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

#### SUPPLEMENTARY INFORMATION:

##### Authority for This Rulemaking

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would establish restricted area airspace in the vicinity of South Padre Island, TX.

##### Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning