

the EASA Airworthiness Directive that is expected to be issued to mandate these changes," this AD requires using the effective date of this AD.

(l) New Provisions for Alternative Actions and Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (*e.g.*, inspections) and intervals are allowed unless they are approved as specified in the "Ref. Publications" section of EASA AD 2025-0012.

(m) Terminating Action for AD 2022-17-08

For Model A330-330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes: Accomplishing the actions required by paragraph (j) of this AD terminates the provisions in paragraphs (4) through (7) of EASA AD 2021-0281, dated December 17, 2021, that are required by paragraph (g) of AD 2022-17-08.

(n) Additional AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, AIR-520, Continued Operational Safety 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (o) 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 responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR-520, Continued Operational Safety Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(o) Additional Information

For more information about this AD, contact Frank Carreras, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 312-203-5670; email: Frank.Carreras@faa.gov.

(p) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material (IBR) 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 this AD specifies otherwise.

(3) The following material was approved for IBR on March 30, 2026.

(i) European Union Aviation Safety Agency (EASA) AD 2025-0012, dated January 13, 2025.

(ii) [Reserved]

(4) The following material was approved for IBR on July 19, 2024 (89 FR 50505, June 14, 2024).

(i) EASA AD 2023-0199, dated November 17, 2023.

(ii) [Reserved]

(5) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu. You may find this material on the EASA website at ad.easa.europa.eu.

(6) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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 February 2, 2026.

Lona C. Saccomando,

Acting Deputy Director, Integrated Certificate Management Division, Aircraft Certification Service.

[FR Doc. 2026-03503 Filed 2-20-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 65

[Docket No. FAA-2010-1060]

Policy Clarifying Definition of "Actively Engaged" for Purposes of Inspector Authorization; Correction

AGENCY: Federal Aviation Administration, Department of Transportation (DOT).

ACTION: Notice of policy; correction.

SUMMARY: This action corrects the description of the appeals process for applicants or holders of an Inspection Authorization (IA) set forth in a prior **Federal Register** notice of policy. On August 4, 2011, the Federal Aviation Administration published a document in the **Federal Register** concerning a notice of policy to clarify the definition of "Actively Engaged" for the purposes of applying for or renewing an IA. That notification contained incorrect information regarding the appeals process for the denial of an IA application for initial issuance or renewal.

DATES: February 23, 2026.

FOR FURTHER INFORMATION CONTACT: Colby Barron, Airmen Section, AFS-320, Federal Aviation Administration, 800 Independence Ave. SW, Washington, DC 20591; telephone (509) 389-1995; email: colby.barron@faa.gov.

SUPPLEMENTARY INFORMATION:

Correction

In the **Federal Register** of August 4, 2011, at 76 FR 47058, on page 47059, in the fourth paragraph of the third column, the FAA incorrectly described the appeals process available to applicants that are denied issuance or renewal of an inspection authorization (IA) under 14 CFR part 65. The notification stated that the issuance or renewal of an IA is not a certificate action and that action on an IA application could be addressed through the Aviation Safety Consistency and Standardization Initiative. This information is incorrect; the notification should have stated that a denial of an IA application is appealable to the National Transportation Safety Board (NTSB). The NTSB has considered cases involving the denial of IA applications in the past. *See, e.g., Whetsel*, 4 N.T.S.B. 1863 (1984), *Petition of Deville*, NTSB Order NO. EA-5095 (2004).

This Notice of Policy is issued in accordance with 49 U.S. Code 44701 and 44703.

Issued in Washington, DC.

Hugh J. Thomas,

Acting Executive Director, Flight Standards Service.

[FR Doc. 2026-03483 Filed 2-20-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2025-2616; Airspace Docket No. 25-ANM-135]

RIN 2120-AA66

Establishment of Class E Airspace; Providence Seaside Hospital Heliport, Seaside, Oregon

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 feet above the surface at Providence Seaside Hospital Heliport, Seaside, OR. This action supports instrument flight rules (IFR) operations at the heliport.

DATES: Effective date 0901 UTC, May 14, 2026. The Director of the Federal

Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at www.regulations.gov using the FAA docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year. An electronic copy of this document may also be downloaded from www.federalregister.gov.

FAA Order JO 7400.11K, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Bryantjay T. Toves, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-3465.

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 establishes Class E airspace at Providence Seaside Hospital Heliport, Seaside, OR.

History

The FAA published NPRM and an NPRM (90 FR 43580; September 10, 2025) and a supplement NPRM (SNPRM) (90 FR 57401; December 11, 2025) for Docket No. FAA-2025-2616 in the **Federal Register** and, proposing to establish Class E airspace at Providence Seaside Hospital Heliport, Seaside, OR. The SNPRM modified the proposed airspace based on corrected containment criteria. Interested parties

were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Two comments to the NPRM were received.

One comment was received in support of the proposal.

The second comment requested the FAA to withdraw the Administrative Procedure Act findings, requesting an additional 30-day delay of the effective date, and requested additional technical information regarding the instrument flight procedures, safety, scheduling parameters, environmental policies, and Regulatory Flexibility Act findings.

The second comment was not germane, as the commentor had an incorrect understanding of the stage of the rulemaking at the time of commenting. Specifically, the comment criticized elements it believed were lacking from the rulemaking analysis as though the action were a final rule and not a proposed rule. Although premature at the NPRM stage, the FAA has now fulfilled its legal obligations for this final rule as demonstrated by the discussion in this preamble. Additionally, the comment criticized the FAA for allegedly bypassing notice and comment and shortening or eliminating its delayed effective date. However, the FAA did not bypass notice and comment and, in fact, provided two comment periods associated with the NPRM and SNPRM. Further, the FAA is not shortening or eliminating the rule's delayed effective date. Accordingly, because this comment was misinformed and not applicable to the stage of rulemaking, the FAA will not address the substance of the comment.

Incorporation by Reference

Class E airspace areas are published in paragraph 6005 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, which lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points, is publicly available as listed in the **ADDRESSES** section of this document.

The Rule

This action amends 14 CFR part 71 by establishing Class E airspace extending upward from 700 feet above the surface at Providence Seaside Hospital Heliport, Seaside, OR.

Class E airspace extending upward from 700 feet is established within an approximately 3.5 by 10-mile area to contain two special instrument flight procedures that were recently developed for the heliport. The northern boundary extends 8.3 miles to accommodate arriving IFR operations below 1,500 feet above the surface on the COPTER RNAV (GPS) Runway 17. Additionally, the southern boundary extends to 2.3 miles west to contain departing IFR operations until reaching 1,200 feet above the surface while on the CEKOG ONE (RNAV) DEPARTURE.

Regulatory Notices and Analyses

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that only affects air traffic procedures and air navigation, it is certified that this rule, when promulgated, does not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1G, "FAA National Environmental Policy Act Implementing Procedures," paragraph B-2.5. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

* * * * *

ANM OR E5 Seaside, OR [New]

Providence Seaside Hospital Heliport, OR
(Lat. 45°59'21" N, long. 123°54'47" W)

That airspace extending upward from 700 feet above the surface within an area 2.3 miles west and 1.4 miles east of the heliport's 360° bearing extending to 8 miles north of the heliport and within an area 2.3 miles west and 1.4 miles east of the heliport's 180° bearing extending to 2.3 miles south.

* * * * *

Issued in Des Moines, Washington, on February 18, 2026.

B.G. Chew,

*Group Manager, Operations Support Group,
Western Service Center.*

[FR Doc. 2026–03455 Filed 2–20–26; 8:45 am]

BILLING CODE 4910–13–P

SECURITIES AND EXCHANGE COMMISSION

17 CFR Parts 270 and 274

[Release No. IC–35963; File No. S7–16–22]

RIN 3235–AM72

Investment Company Names Form N–PORT Reporting; Extension of Compliance Date

AGENCY: Securities and Exchange Commission.

ACTION: Final rule; extension of compliance date.

SUMMARY: The Securities and Exchange Commission (the “Commission”) is extending the compliance date for the amendments to Form N–PORT that were adopted on September 20, 2023 and relate to the rule under the Investment Company Act of 1940 (the “Investment Company Act”) that addresses certain broad categories of investment company names that are likely to mislead investors about an investment company’s investments and risks. The compliance dates for those Form N–PORT amendments are extended to November 17, 2027, for fund groups with net assets of \$10 billion or more as

of the end of their most recent fiscal year; and to May 18, 2028, for fund groups with less than \$10 billion in net assets as of the end of their most recent fiscal year.

DATES:

Effective date: The effective date for this release is March 25, 2026.

Compliance date: The compliance dates for the Form N–PORT amendments adopted on September 20, 2023 are extended to November 17, 2027, for fund groups with net assets of \$10 billion or more as of the end of their most recent fiscal year; and from to May 18, 2028, for fund groups with less than \$10 billion in net assets as of the end of their most recent fiscal year.

FOR FURTHER INFORMATION CONTACT:

Susan Ali, Counsel; Angela Mokodean, Senior Special Counsel; or Brian M. Johnson, Assistant Director, at (202) 551–6792, Investment Company Regulation Office, Division of Investment Management, Securities and Exchange Commission, 100 F Street NE, Washington, DC 20549–8549.

SUPPLEMENTARY INFORMATION: The Commission is extending the compliance date for the Commission’s amendments to Form N–PORT [referenced in 17 CFR 274.150] adopted on September 20, 2023. The compliance dates for the other amendments contained in the same release published on September 20, 2023, will remain June 11, 2026, for fund groups with net assets of \$1 billion or more as of the end of their most recent fiscal year and December 11, 2026, for fund groups with less than \$1 billion in net assets as of the end of their most recent fiscal year.

I. Discussion

On September 20, 2023, the Commission adopted amendments to rule 35d–1 under the Investment Company Act, the “names rule,” designed to modernize and enhance the protections that the rule provides.¹ This rule addresses the names of registered investment companies and business development companies that the Commission defines as materially misleading or deceptive. The amendments broadened the scope of the requirement for certain of these funds to adopt a policy to invest at least 80% of the value of their assets in accordance with the investment focus that the fund’s name suggests (the “80%

basket”). The Commission also adopted amendments that updated other names-related regulatory requirements, including amendments to Form N–PORT. For a registered fund that is required to adopt an 80% investment policy under the names rule and that is subject to Form N–PORT reporting requirements, the amendments require the registered fund to report on Form N–PORT: (1) definitions of terms used in the fund’s name; (2) the value of the fund’s 80% basket, as a percentage of the value of the fund’s assets; and (3) whether each investment in the fund’s portfolio is in the fund’s 80% basket (collectively, the “Form N–PORT names rule requirements”).²

The Commission initially established tiered compliance dates for the names rule amendments: December 11, 2025 for larger fund groups, *i.e.*, those with net assets of \$1 billion or more as of the end of their most recent fiscal year; and June 11, 2026 for smaller fund groups, *i.e.*, those with less than \$1 billion in net assets as of the end of their most recent fiscal year.³ On March 14, 2025, the Commission extended the compliance dates from December 11, 2025, to June 11, 2026 for larger fund groups, and from June 11, 2026, to December 11, 2026 for smaller fund groups.⁴

In a separate, concurrent rulemaking, the Commission is proposing amendments to reporting requirements on Form N–PORT, including the proposed removal of the Form N–PORT names rule requirements.⁵ We are extending the compliance dates of the Form N–PORT names rule requirements to November 17, 2027, for fund groups with net assets of \$10 billion or more as of the end of their most recent fiscal year; and to May 18, 2028, for fund

² See Items B.11 and C.2.e of Form N–PORT. The Form N–PORT reporting requirements apply to registered management investment companies and exchange-traded funds organized as unit investment trusts, other than money market funds or small business investment companies. This release uses the term “registered fund” to refer to registered investment companies that are subject to both the names rule requirements and Form N–PORT reporting requirements.

³ For the purposes of this extended compliance period, fund group refers to investment companies in the same “family of investment companies,” as such term is defined in Item B.5 of Form N–CEN. The Commission’s prior extension of the compliance period for the names rule requirements used a similar definition of “group of related investment companies” in 17 CFR 270.0–10. See Adopting Release at n.434.

⁴ Investment Company Names; Extension of Compliance Date, Investment Company Act Release No. 35500 (Mar. 14, 2025) [90 FR 13076 (Mar. 20, 2025)].

⁵ See Form N–PORT Reporting, Investment Company Act Release No. 35962 (Feb. 18, 2026) (the “Form N–PORT Proposing Release”).

¹ Investment Company Names, Investment Company Act Release No. 35000 (Sept. 20, 2023) [88 FR 70436 (Oct. 11, 2023)], Investment Company Names; Correction, Investment Company Act Release No. 35000A (Oct. 24, 2023) [88 FR 73755 (Oct. 27, 2023)] (the “Adopting Release”).