(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2024–0075, dated March 18, 2024 (EASA AD 2024–0075).

(h) Exceptions to EASA AD 2024–0075

(1) Where EASA AD 2024–0075 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2024–0075 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where EASA AD 2024–0075 defines ''affected passenger window'' and refers to ''a Part Number as listed in the MSB and an s/n as listed in the vendor SB'', this AD requires replacing that text with ''a part number identified in Planning Information, paragraph A.1 Effectivity, and a serial number identified in the Appendix: Applicable serial number, of Vision Systems Vendor Service Bulletin No. 02–050–015, Revision 0, dated January 24, 2024, as applicable''.

(4) Where EASA AD 2024–0075 specifies ''replace each affected passenger window with a serviceable window'', this AD requires replacing that text with ''modify each affected passenger window into a serviceable window''.

(5) Where the material referenced in EASA AD 2024–0075 specifies ''check'', this AD requires replacing that text with ''inspect''.

(6) Where the material referenced in EASA AD 2024–0075 specifies ''throw away'', this AD requires replacing that text with ''remove from service''.

(7) Where the material referenced in EASA AD 2024–0075 specifies ''respect the screwing order'', this AD requires replacing that text with ''follow the screwing order''.

(8) Where the material referenced in EASA AD 2024–0075 specifies ''screw the nuts'', this AD requires replacing that text with ''secure the nuts into place''.

(9) Where the material referenced in EASA AD 2024–0075 specifies ''fine tuning the pull-up cables in locked position (finger)'', this AD requires replacing that text with ''put the pull-up cables into the locked position and make small adjustments to the nuts to ensure cable tension and prevent twisting, coiling, or crossing of cables''.

(10) This AD does not adopt the ''Remarks'' section of EASA AD 2024–0075.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2024–0075 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Alternative Methods of Compliance (AMOCs)

(1) 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 (k) of this AD and email to: *AMOC@faa.gov.*

(2) 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.

(k) Additional Information

For more information about this AD, contact Eric Rivera, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (773) 412–9048; email: *eric.rivera01@faa.gov.*

(l) 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) European Union Aviation Safety Agency (EASA) AD 2024–0075, dated March 18, 2024.

(ii) [Reserved]

(3) For 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 the EASA material on the EASA website at *ad.easa.europa.eu.*

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. 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* or email *fr.inspection@nara.gov.*

Issued on June 18, 2026.

Christopher R. Parker,

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

[FR Doc. 2026–13538 Filed 7–2–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2026–7162; Airspace Docket No. 26–ASO–10]

RIN 2120–AA66

Amendment of Using Agency and Controlling Agency for Restricted Areas R–5301, R–5302A, R–5302B, and R–5302C; NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the using agency and controlling agency descriptions listed for restricted areas R–5301, R–5302A, R–5302B, and R–5302C, NC. This action does not change any boundaries, altitudes, times of designation, or activities conducted within the restricted areas.

DATES: Effective date 0901 UTC, July 9, 2026.

ADDRESSES: A copy of 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.*

FOR FURTHER INFORMATION CONTACT: Ashley Toth, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; 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 updates the using agency and controlling agency listed for restricted areas R–5301, R–5302A, R–5302B, and R–5302C in North Carolina.

Background

The U.S. Marine Corps requested that the Federal Aviation Administration amend the using agency and controlling agency descriptions for restricted areas R–5301, R–5302A, R–5302B, and R–5302C to correct minor discrepancies.

The Rule

This action amends 14 CFR part 73 by updating the using agency and controlling agency descriptions for restricted areas R–5301, R–5302A, R–5302B, and R–5302C. The using agency for all four restricted areas is updated by removing ''U.S Navy, Fleet Area Control and Surveillance Facility, Virginia Capes (FACSFAC VACAPES), Virginia Beach, VA'' and replaced with ''USMC, Commanding Officer, MCAS Cherry Point, NC.'' The controlling agency for restricted area R–5301 is updated by removing ''FAA Washington ARTCC'' and replacing it with ''USMC, MCAS Cherry Point CERAP''. For restricted areas R–5302A, R–5302B, and R–5302C the controlling agency is updated by removing ''USMC, Marine Corps Air Station Cherry Point Approach Control'' and replacing it with ''USMC, MCAS Cherry Point CERAP.''

Good Cause for Bypassing Notice and Comment

Under 5 U.S.C. 553, federal agencies engaged in informal rulemaking must provide the public with a notice of proposed rulemaking and an opportunity for public participation. However, 5 U.S.C. 553(b)(B) exempts a rule from these requirements ''when the agency for good cause finds (and incorporates the finding and a brief statement of reasons therefor in the rules issued) that notice and public procedure thereon are impracticable, unnecessary, or contrary to the public interest.'' Courts have construed these exceptions narrowly, but have nonetheless accepted determinations of good cause that notice and comment is unnecessary in ''those situations in which the administrative rule is a routine determination, insignificant in nature and impact, and inconsequential to the industry and to the public.'' See *Mack Trucks, Inc.* v. *EPA,* 682 F.3d 87, 94 (D.C. Cir. 2012). This action consists of administrative name changes and minor technical amendments only. It does not affect the boundaries, altitudes, time of designation, operating requirements, or activities conducted in the restricted areas. Therefore, FAA has determined that good cause exists to find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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 Order 2100.6B, ''Rulemaking and Guidance Procedure'' (March 10, 2025); and (3) is expected to result in, at most, de minimis costs from compliance with applicable operating requirements or minor flight rerouting for operators choosing to navigate around the controlled airspace. Since these amendments are routine and the expected impact to operators is de minimis, the FAA certifies 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 of making an administrative change to amend the using agency and controlling agency descriptions for restricted areas R5301, R–5302A, R–5302B, and R–5302C, NC, qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321, *et seq.*) and in accordance with FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures,* paragraph B–2.6(d), which categorically excludes from further environmental impact review the issuance of regulatory documents (*e.g.,* Notices of Proposed Rulemaking and issuance of Final Rules) covering administrative or procedural requirements, and paragraph B–2.5(d), which categorically excludes from further environmental impact review modification of the technical description of special use airspace (SUA) that does not alter the dimensions, altitudes, or times of designation of the airspace (such as changes in designation of the controlling or using agency, or correction of typographical errors). As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with the FAA's NEPA implementation policy and procedures regarding extraordinary circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact statement.

List of Subjects in 14 CFR Part 73

Airspace, Prohibited areas, Restricted areas.

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—SPECIAL USE AIRSPACE

■ 1. The authority citation for 14 CFR part 73 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.

§ 73.53 North Carolina (NC) [Amended]

■ 2. Section 73.53 is amended as follows:

* * * * *

R–5301 Harvey Point, NC [Amended]

Boundaries. Beginning at lat. 36°04′56″ N, long. 76°16′47″ W; to lat. 36°04′23″ N, long. 76°20′59″ W; to lat. 36°06′58″ N, long. 76°20′58″ W; thence clockwise via a 3 nautical mile arc centered at lat. 36°04′01″ N, long. 76°20′19″ W; to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. Continuous.

Controlling agency. USMC, MCAS Cherry Point CERAP.

Using agency. USMC, Commanding Officer, MCAS Cherry Point, NC.

R–5302A Albemarle Sound, NC [Amended]

Boundaries. Beginning at lat. 36°01′21″ N, long. 76°14′29″ W; to lat. 36°02′19″ N, long. 76°07′14″ W; to lat. 36°00′01″ N, long. 76°07′14″ W; to lat. 36°00′01″ N, long. 76°14′29″ W; to the point of beginning.

Designated altitudes. Surface to 14,000 feet MSL.

Time of designation. By NOTAM at least 24 hours in advance.

Controlling agency. USMC, MCAS Cherry Point CERAP.

Using agency. USMC, Commanding Officer, MCAS Cherry Point, NC.

R–5302B Albemarle Sound, NC [Amended]

Boundaries. Beginning at lat. 36°04′59″ N, long. 76°16′29″ W; to lat. 36°04′01″ N, long. 76°05′59″ W; to lat. 36°00′01″ N, long. 76°05′59″ W; to lat. 36°00′01″ N, long. 76°12′59″ W; to lat. 36°00′04″ N, long. 76°24′17″ W; thence clockwise via a 4 nautical mile arc centered at lat. 36°02′01″ N, long. 76°19′59″ W; to lat. 36°03′56″ N, long. 76°24′18″ W; to the point of beginning.

Designated altitudes. 100 feet AGL to 14,000 feet MSL.

Time of designation. By NOTAM at least 24 hours in advance.

Controlling agency. USMC, MCAS Cherry Point CERAP.

Using agency. USMC, Commanding Officer, MCAS Cherry Point, NC.

R–5302C Albemarle Sound, NC [Amended]

Boundaries. Beginning at lat. 36°00′01″ N, long. 76°12′59″ W; to lat. 35°58′50″ N, long. 76°16′58″ W; thence clockwise via a 4 nautical mile arc centered at lat. 36°02′01″ N, long. 76°19′59″ W; to lat. 36°00′04″ N, long. 76°24′17″ W; to the point of beginning.

Designated altitudes. 100 feet AGL to 3,000 feet MSL.

Time of designation. By NOTAM at least 24 hours in advance.

Controlling agency. USMC, MCAS Cherry Point CERAP.

Using agency. USMC, Commanding Officer, MCAS Cherry Point, NC.

* * * * *

Issued in Washington, DC, on July 1, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–13620 Filed 7–2–26; 8:45 am]

BILLING CODE 4910–13–P

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

14 CFR Part 1250

[NASA Document Number: NASA–26–029]

RIN 2700–AE89

Nondiscrimination in Federally Assisted Programs of NASA—Effectuation of Title VI of the Civil Rights Act of 1964

AGENCY: National Aeronautics and Space Administration (NASA).

ACTION: Final rule.

SUMMARY: NASA is amending its regulation implementing Title VI of the Civil Rights Act of 1964 (Title VI) for federally assisted programs to conform more closely to the statutory text and recent revisions by the Department of Justice (DOJ). This action removes provisions establishing disparate-impact liability. The rule also clarifies that Title VI reaches employment practices under this part only where employment is a primary objective of the Federal financial assistance or where intentional discrimination is shown. These changes align NASA's regulation with Title VI and promote consistency across Federal agencies.

DATES: *Effective date:* July 6, 2026.

FOR FURTHER INFORMATION CONTACT: Rob Grant, Equal Opportunity Program Division, NASA Headquarters, (321) 867–9169.

SUPPLEMENTARY INFORMATION:

I. Executive Summary

NASA is rescinding portions of its regulations promulgated pursuant to Title VI, 42 U.S.C. 2000d–1, to more closely align them to the statute, which prohibits intentionally discriminatory conduct, *see* 42 U.S.C. 2000d. There are serious statutory and constitutional concerns with NASA's current Title VI regulations because the current regulations go beyond intentional discrimination by prohibiting conduct that has an unintentional disparate impact. This rule accordingly rescinds those portions of the regulations, which are in considerable tension with both the statute and the Constitution and do not sufficiently serve the public interest.

The rule's revisions also conform to Executive Order 14281, *Restoring Equality of Opportunity and Meritocracy,* 90 FR 17537 (Apr. 23, 2025). That Order states that ''[i]t is the policy of the United States to eliminate the use of disparate-impact liability in all contexts to the maximum degree possible to avoid violating the Constitution, Federal civil rights laws, and basic American ideals.'' *Id.* at 17537. Although NASA would take this action independent of Executive Order 14281, the Order supports this action.

This rule makes clear to NASA's Federal-funding recipients that its Title VI regulations prohibit only intentional discrimination, and NASA thus will not pursue disparate-impact liability against its Federal-funding recipients.

II. Discussion

A. Statutory History of Title VI

Title VI, as amended, provides: ''No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.'' 42 U.S.C. 2000d. Title VI also directs Federal departments and agencies that extend Federal financial assistance to ''effectuate the provisions of'' Title VI ''by issuing rules, regulations, or orders of general applicability.'' 42 U.S.C. 2000d–1. The section of Title VI that sets forth the prohibited conduct, 42 U.S.C. 2000d, prohibits only intentional discrimination and makes no reference to unintentional disparate effects or impact. *See Alexander* v. *Sandoval,* 532 U.S. 275, 280 (2001) (''[I]t is . . . beyond dispute—and no party disagrees—that [Title VI] prohibits only intentional discrimination.''). The statute does not provide any Federal department or agency with authority to prohibit conduct having an unintentional disparate impact. And despite having ample opportunities, Congress has enacted no subsequent amendments to Title VI to impose disparate-impact liability.

B. Relevant Supreme Court Decisions

The Supreme Court has held that Title VI, 42 U.S.C. 2000d, does not prohibit facially neutral policies that result in disparate outcomes when there is no discriminatory intent. Rather, it prohibits only intentional discrimination. In 1978, the Supreme Court held that Congress intended Title VI to prohibit ''only those racial classifications that would violate the Equal Protection Clause'' if committed by a government actor. *Regents of the Univ. of Cal.* v. *Bakke,* 438 U.S. 265, 287 (1978) (Powell, J., announcing the judgment of the Court); *id.* at 325, 328, 352–53 (Brennan, White, Marshall, and Blackmun, JJ., concurring in part and dissenting in part); *see also Students for Fair Admissions, Inc.* v. *President & Fellows of Harvard Coll.,* 600 U.S. 181, 198 n.2 (2023) (''*SFFA*''). Shortly before *Bakke,* the Supreme Court held that the Equal Protection Clause prohibits only intentional discrimination and that ''a law or other official act'' that has a ''racially disproportionate impact'' alone does not violate that clause. *Washington* v. *Davis,* 426 U.S. 229, 239 (1976); *see also Vill. of Arlington Heights* v. *Metro. Hous. Dev. Corp.,* 429 U.S. 252, 265 (1977) (''Proof of racially discriminatory intent or purpose is required to show a violation of the Equal Protection Clause.''). Taken together, these Supreme Court cases establish that Title VI's statutory prohibition, like the Equal Protection Clause, extends only to intentional discrimination.

In 2001, the Supreme Court, in *Alexander* v. *Sandoval,* reaffirmed that settled understanding. 532 U.S. at 280 (''[I]t is . . . beyond dispute . . . that [Title VI] prohibits only intentional discrimination.''). In *Sandoval,* the Supreme Court held that private plaintiffs lacked a private right of action