

being developed for this airport to support IFR operations.

### 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 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(a), which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points); and paragraph B–2.5(k), which categorically excludes from further environmental impact review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

### Lists of Subjects in 14 CFR 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.*

\* \* \* \* \*

### AGL IN E5 Crown Point, IN [Establish]

Franciscan Health Crown Point Hospital  
Heliport, IN  
(Lat. 41°23′20″ N, long. 87°19′18″ W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Franciscan Health Crown Point Hospital Heliport.

\* \* \* \* \*

Issued in Fort Worth, Texas, on July 13, 2026.

**Jerry J. Creecy,**

*Acting Manager, Operations Support Group,  
ATO Central Service Center.*

[FR Doc. 2026–14248 Filed 7–14–26; 8:45 am]

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## DEPARTMENT OF COMMERCE

### National Oceanic and Atmospheric Administration

### 15 CFR Part 922

[Docket No. 260708–0167]

**RIN 0648–BJ62**

### Lake Ontario National Marine Sanctuary; Delay of Effective Date

**AGENCY:** Office of National Marine Sanctuaries (ONMS), National Oceanic and Atmospheric Administration (NOAA), Department of Commerce (DOC).

**ACTION:** Final rule; delay of effective date.

**SUMMARY:** The National Oceanic and Atmospheric Administration (NOAA) designated the Lake Ontario National Marine Sanctuary (LONMS) on June 6, 2024, and the final rule became effective on July 22, 2024. However, as discussed in the final rule, the effective date for

the provision that prohibits grappling into or anchoring on shipwreck sites (grappling and anchoring provision) was stayed until July 21, 2026. This action further extends the stay of the effective date of the grappling and anchoring provision of the final rule until September 21, 2028.

**DATES:** As of July 15, 2026, the effective date for 15 CFR 922.223(a)(3), which was stayed until July 21, 2026, at 89 FR 48272, is further stayed until September 21, 2028.

**FOR FURTHER INFORMATION CONTACT:** Jeff Gray, Acting Superintendent, Lake Ontario National Marine Sanctuary, at 989–312–3365, [jeff.gray@noaa.gov](mailto:jeff.gray@noaa.gov).

**SUPPLEMENTARY INFORMATION:** On June 6, 2024, NOAA published a final rule to implement the designation of the LONMS (89 FR 48272). The designation and regulations became effective on July 22, 2024 (89 FR 59610; July 23, 2024). However, as discussed in the final rule (89 FR 48275), the effective date for 922.223(a)(3), which prohibits grappling into or anchoring on shipwreck sites, was stayed until July 21, 2026, to provide NOAA with adequate time to develop a shipwreck mooring program plan, seek input from the dive community about the mooring buoy plan, begin installing mooring buoys, and develop best practices for accessing shipwrecks when mooring buoys are not present. With this final rule, NOAA is further staying the effective date for the prohibition of grappling into or anchoring on shipwreck sites for two years to September 21, 2028, to provide additional time for NOAA to develop a shipwreck mooring program, which will include the installation of mooring buoy systems and public outreach and education.

NOAA established the initial two-year stay to delay the effective date for 922.223(a)(3) in response to public comments expressing concerns that the prohibition would negatively affect commercial vessels that may need to anchor in the sanctuary and would limit public access to shipwrecks when alternatives to anchoring (*i.e.*, buoys) are not available. NOAA delayed the effective date to allow it adequate time to develop a shipwreck mooring program and begin installing buoys.

Since the designation of the sanctuary in July 2024, NOAA has identified 16 shipwreck sites for the initial wave of mooring buoy installations. NOAA worked with state and federal authorities to obtain required permits and has awarded contracts to purchase various mooring components. NOAA intended to begin installing buoys during the summer of 2025 but was

ultimately unable to secure ship time from its partners. Buoy installation must occur during the summer months on Lake Ontario. Therefore, NOAA must wait until the summer seasons of 2026, 2027, and 2028 to complete this work. Delaying the effective date until September 21, 2028, will provide NOAA with the necessary additional time to install buoys, which are intended to provide an alternative means to access shipwreck sites without anchoring.

While the prohibition on grappling into or anchoring on shipwreck sites is essential to protect shipwrecks from damage, NOAA believes this interest should be balanced with the interest of promoting public access to the sanctuary, consistent with the purposes and policies of the National Marine Sanctuaries Act, 16 U.S.C. 1431(b). Therefore, as explained above, NOAA decided during the designation process to install permanent mooring buoys installed at priority shipwreck sites before the grappling and anchoring prohibition comes into effect, and NOAA needs additional time to install buoys. In the meantime, NOAA will minimize risks to shipwrecks by continuing its educational outreach efforts to promote the protection of sanctuary resources.

All other regulatory provisions will remain in effect, including the prohibition on “[m]oving, removing, recovering, altering, destroying, possessing or otherwise injuring, or attempting to move, remove, recover, alter, destroy, possess or otherwise injure a sanctuary resource” (including shipwrecks) (922.223(a)(1)). Further, it continues to be a violation of New York State law to damage shipwrecks, including damage from anchoring or grappling.

### Classification

#### A. National Marine Sanctuaries Act

This action is issued pursuant to the National Marine Sanctuaries Act (NMSA), 16 U.S.C. 1431 *et seq.*, the NMSA implementing regulations at 15 CFR part 922, and the LONMS implementing regulations at 15 CFR part 922, subpart U.

#### B. National Environmental Policy Act

NOAA’s Policy and Procedures for Compliance with the National Environmental Policy Act (NEPA) and Related Authorities (NOAA Administrative Order (NAO) 216–6A and Companion Manual for NAO 216–6A) provide that all NOAA major Federal actions be reviewed with respect to environmental consequences on the human environment. In the June

2024 Final Environmental Impact Statement (FEIS; <https://www.noaa.gov/general-counsel/NEPA/lake-ontario-national-marine-sanctuary-final-environmental-impact-statement-and-management-plan>) for the designation of the LONMS, NOAA identified a preferred action, which included establishing a grappling and mooring program and prohibiting the grappling into and anchoring on shipwreck sites throughout the sanctuary. NOAA selected this alternative, as finalized in the June 6, 2024, final rule (89 FR 48272). The 2024 FEIS stated that the provision prohibiting grappling into or anchoring on shipwreck sites would lead to beneficial impacts for historical resources and water quality resources and that staying the effective date of the grappling and anchoring provision would not cause adverse impacts to the existing shipwrecks because all other LONMS regulatory prohibitions (including the prohibition on damaging or injuring sanctuary resources at 922.213(a)(1)) would remain in effect during this postponement.

Extending the stay of the effective date of the grappling and anchoring prohibition by an additional two years does not change NOAA’s 2024 FEIS analysis of the environmental impacts of the stay. There are no substantial new circumstances or information related to LONMS shipwreck sites, other environmental conditions, or the potential effects of this action that were analyzed in the FEIS. Accordingly, NOAA has determined that no additional NEPA analysis is required for this action.

Copies of the FEIS, the record of decision and other related materials that are specific to this action are available at <https://sanctuaries.noaa.gov/lake-ontario/>, or by contacting NOAA at the address listed in the **FOR FURTHER INFORMATION CONTACT** section of this final rule.

#### C. Executive Order 12866: Regulatory Impact

This rule is not significant for purposes of Executive Order 12866, as amended by Executive Order 14094.

#### D. Executive Order 14192

This final rule is not an Executive Order 14192 regulatory action because this action is not significant under Executive Order 12866.

#### E. Regulatory Flexibility Act

The Chief Counsel for Regulation of the Department of Commerce certified to the Chief Counsel for Advocacy of the Small Business Administration at the final rule stage that the action

designating the LONMS would not have a significant economic impact on a substantial number of small entities. The factual basis for this certification was discussed in the preamble of the proposed rule issued on January 19, 2023 (88 FR 3334) and has not changed, and NOAA did not receive any comments on the certification. Therefore, a final regulatory flexibility analysis was not required and was not prepared. This action to change the effective date for the provision to prohibit the grappling into or anchoring on shipwreck sites does not change the outcome of the certification.

#### E. Administrative Procedure Act

Pursuant to 5 U.S.C. 553(b)(B), the Assistant Administrator of the National Ocean Service, NOAA, finds good cause to not provide prior notice and opportunity for public comment because notice and comment is unnecessary and contrary to the public interest. NOAA originally established a two-year stay to delay the effective date for 922.223(a)(3) in response to public comments expressing concerns that the prohibition would negatively affect commercial vessels that may need to anchor in the sanctuary and would limit public access to shipwrecks when alternatives to anchoring (*i.e.*, buoys) are not available. NOAA stayed the effective date of the grappling and anchoring prohibition to allow NOAA time to install buoys and promote the protection of sanctuary resources. This action extends the stay of the effective date until September 21, 2028, to provide necessary additional time to install buoys. In the meantime, NOAA will minimize risks to shipwrecks by continuing its educational outreach efforts to promote the protection of sanctuary resources. For these reasons, we find good cause that notice and public comment procedures are unnecessary.

#### List of Subjects in 15 CFR Part 922

Administrative practice and procedure, Coastal zone, Natural resources, Historic preservation, Marine resources, National marine sanctuaries, Recreation and recreation areas, Shipwrecks.

#### Nicole R. LeBoeuf,

Assistant Administrator for Ocean Services and Coastal Zone Management, National Ocean Service, National Oceanic and Atmospheric Administration.

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