

Lists 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 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 5000 Class D Airspace.

* * * * *

ANE NH D Nashua, NH [Amended]

Boire Field Airport, NH

(Lat. 42°46'57" N, long. 71°30'51" W)

Pepperell Airport, MA

(Lat. 42°41'46" N, long. 71°33'00" W)

That airspace extending upward from the surface to and including 2,700 feet MSL within a 5-mile radius of Boire Field Airport; excluding that airspace within a 2-mile radius of Pepperell Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.

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ANE NH E4 Nashua, NH [Remove]

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Issued in College Park, Georgia, on July 9, 2026.

Gregory R. Garmon,

Acting Manager, Airspace & Procedures North Team, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2026–14205 Filed 7–14–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–3764; Airspace Docket No. 26–AGL–5]

RIN 2120–AA66

Establishment of Class E Airspace; Crown Point, IN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Franciscan Health Crown Point Hospital Heliport, Crown Point, IN. This action supports new instrument procedures and instrument flight rule (IFR) operations.

DATES: Effective 0901 UTC, October 29, 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, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Raul Garza Jr., Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5874.

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 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 extending upward from 700 feet above the surface at Franciscan Health Crown Point Hospital Heliport, Crown Point, IN, to support IFR operations at this airport.

History

The FAA published an NPRM for Docket No. FAA–2026–3764 in the **Federal Register** (91 FR 17909; April 9, 2026) proposing to establish Class E airspace at Franciscan Health Crown Point Hospital Heliport, Crown Point, IN. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Differences From the NPRM

After publication of the NPRM, an FAA database review noted that the incorrect state (OH) was used in the legal description. This final rule replaces the incorrect state with the correct state, IN. This correction represents a ministerial change. It does not change the airspace dimensions or operating requirements. Accordingly, the FAA finds good cause that recirculating the NPRM for notice and comment is unnecessary.

Incorporation by Reference

Class E airspace designations 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 modifies 14 CFR part 71 by establishing Class E airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Franciscan Health Crown Point Hospital Heliport, Crown Point, IN. This action is the result of instrument procedures

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.

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§ 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.

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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.

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