

standards to the FAA for review and acceptance for this purpose.

Editorial, Reapproval, Revision, or Withdrawal

ASTM policy states that a consensus standard should be reviewed in its entirety by the responsible subcommittee and must be balloted for reapproval, revision, or withdrawal within five years of its last approval date. When an ASTM standard is reapproved, that reapproval is denoted by the year in parentheses (e.g., F2427–05a (2013)). This date indicates the completion of a review cycle with no technical changes made to the standard. In addition, ASTM issues editorial changes denoted by a superscript epsilon in the standard designation (e.g., F3235–17ε¹). This epsilon indicates information was corrected, and it did not change the meaning or intent of a standard. Since reapprovals and editorial changes do not change the technical content of standards, any standard that the FAA has accepted pursuant to this NOA that is later reapproved or editorially changed by ASTM will, unless the FAA has announced otherwise, be considered accepted by the FAA without the need for an updated NOA.

ASTM revises a standard to make changes to its technical content. Revisions are identified by a hyphen after the document number, which is followed by the last two numbers of the year of acceptance or of last revision. If the standard is revised again during the same year, this is indicated by adding an “a” for the second revision, “b” for the third revision, and so on for each revision. Since revisions change the technical content, revisions to consensus standards that are the basis for an MOC accepted by this NOA will not be automatically accepted and will require further FAA acceptance for the revisions to be an accepted MOC.

Availability

ASTM F3815–26a, “Standard Specification for Integration for Light-Sport Airplane,” F3836–26, “Standard Specification for Integration for Light-Sport Glider,” F3840–26, “Standard Specification for Integration for Light-Sport Powered-Lift and Multicopter,” and F3841–26, “Standard Specification for Integration for Light-Sport Gyroplane,” are available online at www.astm.org/READINGLIBRARY/. ASTM copyrights these consensus standards and charges the public a fee for service. Individual downloads or reprints of a standard (single or multiple copies, special compilations, and other related technical information), as well

as information regarding membership, ASTM offices abroad, or Committee F37 on Light-Sport Aircraft, may be obtained online or by contacting ASTM by telephone: (610) 832–9585; facsimile: (610) 832–9555; or through email: service@astm.org.

Issued in Washington, DC on July 13, 2026.

Mark E. Giron,

Manager, System Policy Branch, Policy and Standards Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–4819; Airspace Docket No. 26–ANE–2]

RIN 2120–AA66

Amendment of Class D Airspace and Class E Airspace Over New Bedford, MA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class D and Class E airspace over New Bedford, MA. This action adds a 0.7 mile long, 3.6-mile-wide extension to the northwest side of the existing Class D airspace to properly contain current Instrument Flight Rules (IFR) operations. This action also updates the airport name and geographic coordinates in both the New Bedford, MA Class D and Class E airspace legal descriptions. This action also replaces “Airport/Facility Directory” in the Class D airspace legal description with “Chart Supplement” to comply with current FAA guidance.

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 a day, 365 days a 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, as well as subsequent amendments, can be viewed online at www.faa.gov/air_traffic/publications/. For further information, you may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20597; Telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT:

Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305–5589.

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 amends Class D and Class E airspace in New Bedford, MA.

History

The FAA published an NPRM for Docket No. FAA–2026–4819 in the **Federal Register** (91 FR 24760; May 7, 2026), proposing to amend Class D and Class E airspace in New Bedford, MA. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Difference From the NPRM

Subsequent to the publication of the NPRM in the **Federal Register**, the FAA discovered that there was a typographical error in “The Proposal” section of the NPRM preamble. The bearing from the airport for the extension to the Class D airspace was listed as 318° but should have been 308° as correctly listed in the proposed airspace legal description in “The Amendment” section of the NPRM. This change represents only a ministerial correction of a typographical error in the preamble. As mentioned, the correct bearing was provided in the proposed legal description of the NPRM.

Accordingly, the FAA finds good cause that recirculating the NPRM for public notice and comment is unnecessary.

Incorporation by Reference

Class D and Class E airspace designations are published in paragraphs 5000 and 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 latest 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 modifying Class D and Class E airspace over New Bedford, MA. A review of the current airspace revealed that the New Bedford, MA Class D airspace did not properly contain IFR operations on the northwest side of the airport. Specifically, arrivals on the RNAV Runway 14 approach and departures to the northwest were not properly contained. This action adds an extension to the Class D airspace within 1.8 miles each side of the 308° bearing from the New Bedford Regional Airport extending from the 4-mile radius of the airport to 4.7 miles northwest of the airport.

This action also updates the airport name in both the New Bedford Class D and Class E airspace legal descriptions from “New Bedford Municipal Airport” to “New Bedford Regional Airport.” This action also updates the geographic coordinates of the New Bedford Regional Airport in both the Class D and Class E airspace legal descriptions, specifically, from (lat. 41°40′35″ N, long. 70°57′28″ W) to (lat. 41°40′36″ N long. 70°57′28″ W), which is one second of latitude. This action also updates the verbiage in the Class D airspace legal description from “Airport/Facility Directory” to “Chart Supplement” to comply with current FAA guidance.

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). This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

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 MA D New Bedford, MA [Amended]

New Bedford Regional, MA
(Lat. 41°40′36″ N, long. 70°57′28″ W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4-mile radius of New Bedford

Regional Airport and within 1.8 miles each side of the 308° bearing from the airport extending from the 4-mile radius to 4.7 miles northwest of the 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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6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

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ANE MA E5 New Bedford, MA [Amended]

New Bedford Regional, MA
(Lat. 41°40′36″ N, long. 70°57′28″ W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of New Bedford Regional Airport, and within 4.5 miles each side of the 218° bearing from the airport extending from the 6.5-mile radius to 14.1 miles southwest of the airport.

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Issued in College Park, Georgia, on July 14, 2026.

Kristen Leake,

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

[FR Doc. 2026–14391 Filed 7–15–26; 8:45 am]

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EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

29 CFR Part 1601

RIN 3046–AB41

FEP Agency Designation Procedures: Revising Location of FEP Agency Lists

AGENCY: Equal Employment Opportunity Commission.

ACTION: Final rule.

SUMMARY: The Equal Employment Opportunity Commission (EEOC or Commission) is revising its procedural regulations regarding fair employment practice agencies (FEP agencies or FEPAs). The lists of FEPAs in the regulations will be removed, and the agency will instead publish the lists of current FEPAs on its public website. **DATES:** This rule is effective as of July 16, 2026.

FOR FURTHER INFORMATION CONTACT:

Kimberly Essary, Associate Legal Counsel, Office of Legal Counsel, U.S. Equal Employment Opportunity Commission at (202) 921–3152 or kimberly.essary@eeoc.gov. Requests for this document in an alternative format should be made to the EEOC’s Office of Communications and Legislative Affairs at (202) 921–3191 (voice), 1–800–669–