

policies that have Tribal implications, including regulations, legislative comments or proposed legislation, and other policy statements or actions that have substantial direct effects on one or more Indian Tribes, on the relationship between the Federal Government and Indian Tribes, or on the distribution of power and responsibilities between the Federal Government and Indian Tribes. FSIS has assessed the impact of this final rule on Indian tribes and determined that this rule will not have tribal implications that require consultation under Executive Order 13175.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3521), FSIS has reviewed this final rule. The Administrator has determined that this rulemaking will not impact information collection, paperwork, or recordkeeping activities.

E-Government Act Compliance

The Department is committed to complying with the E-Government Act, 2002 (Pub. L. 107–347, 116 Stat. 2899) to promote the use of the internet and other information technologies to provide increased opportunities for citizen access to Government information and services, and for other purposes.

E.O. 13132; Federalism Summary Impact Statement

The final rule has no effect on States and local governments; accordingly, FSIS anticipates that this rule will not have implications for federalism. Therefore, under Section 6(b) of the E.O., a federalism summary is not required.

Environmental Impact

This final rule will not have a reasonably foreseeable significant impact on the natural or physical environment. This final rule merely provides more flexibility to establishments preparing canned products that contain tripe and milk. This final rule will not require establishments to change their current production practices or labels. Additionally, no extraordinary circumstances exist that would require preparation of an Environmental Assessment (EA) or an Environmental Impact Statement (EIS). Accordingly, this action is appropriately subject to the categorical exclusion from the preparation of an EA or an EIS as authorized under 7 CFR 1b.4 of the USDA regulations.

Additional Public Notification

Public awareness of all segments of rulemaking and policy development is important. Consequently, FSIS will announce this **Federal Register** publication on-line through the FSIS web page located at: <https://www.fsis.usda.gov/federal-register>. FSIS also will make copies of this publication available through the FSIS *Constituent Update*, which is used to provide information regarding FSIS policies, procedures, regulations, **Federal Register** notices, FSIS public meetings, and other types of information that could affect or would be of interest to our constituents and stakeholders. The *Constituent Update* is available on the FSIS web page. Through the web page, FSIS is able to provide information to a much broader, more diverse audience. In addition, FSIS offers an email subscription service which provides automatic and customized access to selected food safety news and information. This service is available at: <http://www.fsis.usda.gov/subscribe>. Options range from recalls to export information, regulations, directives, and notices. Customers can add or delete subscriptions themselves and have the option to password protect their accounts.

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Program Discrimination Complaint and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue SW, Mail Stop 9410, Washington, DC 20250-9410; (2) fax: (202) 690-7442; or (3) email: program.intake@usda.gov.

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Lists of Subjects in 9 CFR Part 319

Food grades and standards, Food labeling, Frozen foods, Meat inspection, Oils and fats.

For the reasons discussed in the preamble, FSIS is amending 9 CFR part 319 as follows:

PART 319—DEFINITIONS AND STANDARDS OF IDENTITY OR COMPOSITION

■ 1. The authority citation for part 319 continues to read as follows:

Authority: 7 U.S.C. 1633, 1901–1906; 21 U.S.C. 601–695; 7 CFR 2.18, 2.53.

§ 319.308 [Removed and reserved]

■ 2. Section 319.308 is removed and reserved.

Justin Ransom,
Administrator.

[FR Doc. 2026-08580 Filed 5-1-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–4674; Airspace Docket No. 25–AWA–8]

RIN 2120-AA66

Establishment of Class D and Class E Airspace; Ceiba, PR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class D and Class E airspace at the Jose Aponte de la Torre (RVR) airport, Ceiba, PR. The FAA is taking this action due to the United States Marine Corps (USMC) operating an airport traffic control tower (ATCT) at the RVR airport.

DATES: Effective date 0901 UTC, July 9, 2026. The Director of the Federal Register approves this incorporation by reference action under 14 CFR part 71, 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, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Brian Vidis, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; 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 would modify the airspace structure as necessary to enhance the safe and efficient flow of air traffic at the Jose Aponte de la Torre Airport, Ceiba, PR.

History

The FAA published an NPRM for Docket No. FAA-2025-4674 in the **Federal Register** (91 FR 6150; February 11, 2026) proposing to establish Class D and Class E airspace at the Jose Aponte de la Torre (RVR) airport, Ceiba, PR. Interested parties were invited to

participate in this rulemaking effort by submitting written comments on the proposal. Two comments were received. One comment was in favor of the proposal.

The other comment raises concerns regarding land use and ownership, airport security, military activity, environmental contamination, and other matters unrelated to the proposed establishment of Class D and Class E airspace at RVR airport. The establishment of controlled airspace is based solely on aviation safety and the need to support air traffic control services. Land ownership, military operations, environmental cleanup activities, and property use agreements are not within the factors and criteria the FAA uses for airspace designation. Environmental remediation at the former Naval Station Roosevelt Roads is being conducted under the Resource Conservation and Recovery Act (RCRA), and these activities do not affect the FAA's determination regarding controlled airspace requirements. Additionally, the presence of military aircraft or operations at a civil airport does not inherently preclude or affect the establishment of Class D or E airspace. Controlled airspace enhances safety for all users regardless of aircraft type. The FAA therefore finds that the commenter's concerns fall outside the scope of this rulemaking.

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 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 D and Class E airspace at the Jose Aponte de la Torre Airport (RVR), Ceiba, PR, due to the USMC operating an ATCT at the RVR airport. The Class D and Class E airspace enhances the safe and efficient management of Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) operations in the area.

Class D airspace is established extending upward from the surface to and including 2,500 feet mean sea level (MSL) within a 5-mile radius of the RVR airport. Class E airspace is established extending upward from 700 feet above the surface within a 7-mile radius of the RVR airport.

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) 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 establishing Class D and Class E airspace at the Jose Aponte de la Torre Airport (RVR), Ceiba, PR, 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-2.5(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). 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 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 5000 Class D Airspace.

* * * * *

ASO PR D Ceiba, PR [Established]

Jose Aponte de la Torre Airport, PR
(Lat. 18°14'42" N, long. 065°38'36" W)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 5-mile radius of Jose Aponte de la Torre Airport.

* * * * *

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

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ASO PR E5 Ceiba, PR [Established]

Jose Aponte de la Torre Airport, PR
(Lat. 18°14'42" N, long. 065°38'36" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Jose Aponte de la Torre Airport.

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Issued in Washington, DC, on April 30, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–08645 Filed 5–1–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF COMMERCE**15 CFR Part 3**

[Docket No. 260429–0119]

RIN 0605–AA89

Amending the Department of Commerce's Regulations Implementing the HAVANA Act

AGENCY: Office of the Secretary, Department of Commerce (Commerce).

ACTION: Final rule.

SUMMARY: By this rule, Commerce is updating and amending its regulations implementing the Helping American Victims Afflicted by Neurological Attacks (HAVANA) Act of 2021. This action will ensure statutory conformity, clarify and improve Commerce's regulations, and promote inter-agency uniformity without diminishing any substantive requirements, entitlements, or obligations established by the HAVANA Act.

DATES: The rule is effective on May 4, 2026.

FOR FURTHER INFORMATION CONTACT: Daniel Sweeney, Senior Counsel, Office of the General Counsel, at (202) 482–1395.

SUPPLEMENTARY INFORMATION:**I. Background**

This action amends Commerce's regulations at 15 CFR part 3, which implement the HAVANA Act. The HAVANA Act was signed into law on October 8, 2021, and, broadly speaking, it permits agency heads to provide compensation to their employees and other individuals (including former employees and certain dependents) for qualifying brain injuries (Pub. L. 117–46). The HAVANA Act was enacted against the backdrop of several reports of government personnel experiencing “Havana Syndrome,” also known as Anomalous Health Incidents (AHIs).

Under the HAVANA Act, the Secretary of State and other agency heads—including the Secretary of Commerce—“may provide payment to a covered dependent, a dependent of a former employee, a covered employee, a former employee, and a covered individual for a qualifying injury to the brain.” 22 U.S.C. 2680b(i)(2). To that end, the HAVANA Act directs such agency heads to “prescribe regulations to carry out” subsection (i), *see* 22 U.S.C. 2680b(i)(4)(A), and clarifies that such regulations must “include regulations detailing fair and equitable criteria for payment,” *see* 22 U.S.C. 2680(i)(4)(B).

Commerce promulgated the regulations at part 3 via final rule on December 18, 2024 (89 FR 102701), citing 22 U.S.C. 2680b as the underlying statutory authority. Part 3 consists of four sections: § 3.1 addresses the authority for part 3; § 3.2 sets forth definitions for various terms, including one for the term “other incident”; § 3.3 establishes the rules regarding eligibility for payments by Commerce, including the framework for administrative decisions and appeals; and § 3.4 addresses consultation with other agencies as well as the ineligibility of individuals who are current or former employees of other agencies.

On December 18, 2025, Congress amended the HAVANA Act to cover qualifying injuries dating back to September 11, 2001 (Pub. L. 119–60, Sec. 5604). Previously, the start date had been January 1, 2016.

II. Discussion

Commerce is making the following amendments to the regulations at 15 CFR part 3.

First, Commerce is removing the word “sole” from the final sentence of § 3.1(a), which states that “[t]he authority to provide [payments for a qualifying injury to a covered individual] is at the sole discretion of the Secretary or their designee.” 15 CFR 3.1(a). The inclusion of the word “sole” does not track any language from HAVANA Act; the statute, instead, commands Commerce to issue “regulations detailing fair and equitable criteria for payment.” 22 U.S.C. 2680(i)(4)(B). Based on that statutory language, Commerce considers the inclusion of “sole” to be both unnecessary and potentially excessive. The elimination of this word will also promote uniformity between part 3 and the HAVANA Act regulations promulgated by DOW at 32 CFR part 49 or by DOJ at 28 CFR part 106, as those other agencies' regulations acknowledge the agency head's discretion but do not use the phrase “sole discretion.”

Second, Commerce is amending § 3.2(f), which sets forth a definition of the term “[o]ther incident,” to include a reference to the designation process under 22 U.S.C. 2680b. Currently, § 3.2(f) defines “[o]ther incident” to mean “[a] new onset of physical manifestations that cannot otherwise be readily explained.” 15 CFR 3.2(f). By comparison, the regulations promulgated by DOW and DOJ define “other incident” to mean “[a] new onset of physical manifestations that cannot otherwise be readily explained *and that is designated under 22 U.S.C. 2680b.*” 32 CFR 49.2 (emphasis added); 28 CFR