

Air Traffic Service Routes; and Reporting Points); and paragraph B–2.5(b) which categorically excludes from further environmental impact review, actions regarding establishment of jet routes and Federal airways (see 14 CFR 71.15, Designation of jet routes and VOR Federal airways). As such, this action is not expected to result in any potentially significant environmental impacts. The FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact study.

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 2004. Jet Routes.

* * * * *

J–70 [Amended]

From Hoquiam, WA; Seattle, WA; Ephrata, WA; Mullan Pass, ID; Lewistown, MT; Dickinson, ND; Aberdeen, SD; Gopher, MN; INT Gopher 109° and the Badger, WI, 312° radials; to Badger. From Salem, MI; Jamestown, NY; Wilkes-Barre, PA; Stillwater, NJ; LaGuardia, NY; to Kennedy, NY.

* * * * *

J–94 [Amended]

From Mustang, NV; Lovelock, NV; Battle Mountain, NV; Lucin, UT; Rock Springs, WY; Scottsbluff, NE; to O’Neill, NE.

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J–547 [Removed]

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J–548 [Removed]

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Paragraph 6010. VOR Federal Airways.

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V–30 [Amended]

From Philipsburg, PA; Selinsgrove, PA; East Texas, PA; INT East Texas 095° and Solberg, NJ, 264° radials; to Solberg.

* * * * *

V–84 [Amended]

From Geneseo, NY; INT Geneseo 091° and Syracuse, NY, 240° radials; to Syracuse.

* * * * *

V–170 [Amended]

From Jamestown, ND; Aberdeen, SD; to Sioux Falls, SD. From Rochester, MN; Nodine, MN; Dells, WI; INT Dells 097° and Badger, WI, 304° radials; to Badger. From Slate Run, PA; Selinsgrove, PA; Ravine, PA; INT Ravine 125° and Modena, PA, 318° radials; Modena; Dupont, DE; INT Dupont 223° and Andrews, MD, 060° radials; to INT Andrews 060° and Baltimore, MD, 165° radials. The airspace within R–5802 is excluded when active.

* * * * *

V–274 [Amended]

From Victory, MI; to Saginaw, MI.

* * * * *

Issued in Washington, DC, on May 6, 2026.

Alex W. Nelson, Manager, Rules and Regulations Group. [FR Doc. 2026–09181 Filed 5–7–26; 8:45 am] BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 91, 125, and 135

[Docket No.: FAA–2023–2270; Amdt. Nos. 91–382A, 125–77A, and 135–149A]

RIN 2120–AL92

25-Hour Cockpit Voice Recorder (CVR) Requirement, New Aircraft Production; Correction Amendment

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Correcting amendments.

SUMMARY: On February 2, 2026, FAA published a final rule titled “25-Hour Cockpit Voice Recorder (CVR) Requirement, New Aircraft Production.” That final rule contained typographical, grammatical, and formatting errors in three sections of Title 14 of the Code of Federal Regulations. This document corrects those errors in the final regulations.

DATES: Effective May 8, 2026.

FOR FURTHER INFORMATION CONTACT: Charisse Green, Aircraft Maintenance Division, AFS–340, Federal Aviation Administration, 800 Independence Ave. SW, Washington, DC 20591; telephone

(202) 267–1675; email Charisse.Green@faa.gov.

SUPPLEMENTARY INFORMATION: On February 2, 2026, the “25-Hour Cockpit Voice Recorder (CVR) Requirement, New Aircraft Production” final rule (RIN 2120–AL92) was published in the Federal Register at 91 FR 4447. That final rule amended the recording time of cockpit voice recorders (CVRs) from the previously mandated 2 hours to 25 hours for all affected future manufactured aircraft. After publication, FAA discovered §§ 91.609, 125.227 and 135.151 contained the following typographical, grammatical, and formatting errors.

Corrections to 14 CFR 91.609

- In § 91.609(i)(2)(i)(B), the text should read “type-certificated with” instead of “type-certificated for.”
• In § 91.609(i)(2)(i)(C), the text should read “59,524 pounds or less.” rather than “59,524 pounds or less; or.”

Correction to 14 CFR 125.227

- In § 125.227(h)(2)(i)(B), the text should read “more and type-certificated with” instead of “more type-certificated for.”

Corrections to 14 CFR 135.151

- In § 135.151(g)(1)(iii)(A), paragraphs (a), (b), and (c) were incorrectly designated and should have been designated as § 135.151(g)(1)(iii)(A)(1), (2), and (3).
• In § 135.151(g)(1)(iii)(A)(b), herein corrected as (2), the text should read “more and type-certificated with” instead of “more or type-certificated for.”
• In § 135.151(g)(1)(iii)(A)(c), herein corrected as (3), the text should read “59,524 pounds or less.” instead of “59,524 pounds or less; or.”
• Due to the incorrect designations in § 135.151(g)(1)(iii)(A), § 135.151(g)(1)(iii)(B) cross-referenced the incorrectly designated subsections. As such, in § 135.151(g)(1)(iii)(B) the text should read “requirements found in (g)(1)(iii)(A)(1), (g)(1)(iii)(A)(2), and (g)(1)(iii)(A)(3).”
• In § 135.151(g)(2)(iii)(A), paragraphs (a), (b), and (c) were incorrectly designated and should have been designated as § 135.151(g)(2)(iii)(A)(1), (2), and (3).
• In § 135.151(g)(2)(iii)(A)(b), herein corrected as (2), the text should read “or more and type-certificated with” instead of “or more with.”
• Due to the incorrect designations in § 135.151(g)(2)(iii)(A), § 135.151(g)(2)(iii)(B) cross-referenced the incorrectly designated subsections. As such, in § 135.151(g)(2)(iii)(B) the

text should read “requirements found in (g)(2)(iii)(A)(1), (g)(2)(iii)(A)(2), and (g)(2)(iii)(A)(3).”

This document corrects these various issues contained in the regulatory text.

List of Subjects

14 CFR Part 91

Aircraft, Aviation safety.

14 CFR Part 125

Aircraft, Aviation safety.

14 CFR Part 135

Air taxis, Aircraft, Aviation safety.

Accordingly, 14 CFR part 91, Part 125, and Part 135 are corrected by making the following correcting amendments:

PART 91—GENERAL OPERATING AND FLIGHT RULES

■ 1. The authority citation for part 91 continues to read as follows:

Authority: 49 U.S.C. 106(f), 40101, 40103, 40105, 40113, 40120, 44101, 44111, 44701, 44704, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506–46507, 47122, 47508, 47528–47531, 47534, Pub. L. 114–190, 130 Stat. 615 (49 U.S.C. 44703 note); Pub. L. 118–383; articles 12 and 29 of the Convention on International Civil Aviation (61 Stat. 1180), (126 Stat. 11).

■ 2. Amend § 91.609 by revising paragraphs (i)(2)(i)(B) and (i)(2)(i)(C) to read as follows:

§ 91.609 Flight data recorders and cockpit voice recorders.

* * * * *

(i) * * *

(2) * * *

(i) * * *

(A) * * *

(B) Manufactured on or after February 2, 2027, for airplanes or rotorcraft with a maximum certified takeoff weight (MCTOW) of 59,525 pounds or more and type-certificated with 29 or fewer passenger seats; or

(C) Manufactured on or after February 2, 2029, for airplanes or rotorcraft with a maximum certified takeoff weight (MCTOW) of 59,524 pounds or less.

* * * * *

PART 125—CERTIFICATION AND OPERATIONS: AIRCRAFT HAVING A SEATING CAPACITY OF 20 OR MORE PASSENGERS OR A MAXIMUM PAYLOAD CAPACITY OF 6,000 POUNDS OR MORE; AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

■ 3. The authority citation for part 125 continues to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 44701–44702, 44705, 44710–44711, 44713, 44716–44717, 44722; Pub. L. 118–383.

■ 4. Amend § 125.227 by revising paragraph (h)(2)(i)(B) to read as follows:

§ 125.227 Cockpit voice recorders.

* * * * *

(h) * * *

(2) * * *

(i) * * *

(B) If manufactured on or after February 2, 2027, for airplanes with a maximum certified takeoff weight (MCTOW) of 59,525 pounds or more and type-certificated with 29 or fewer passenger seats;

* * * * *

PART 135—OPERATING REQUIREMENTS: COMMUTER AND ON DEMAND OPERATIONS AND RULES GOVERNING PERSONS ON BOARD SUCH AIRCRAFT

■ 5. The authority citation for part 135 continues to read as follows:

Authority: 49 U.S.C. 106(f), 40113, 41706, 44701–44702, 44705, 44709, 44711–44713, 44715–44717, 44722, 44730, 45101–45105; Pub. L. 112–95, 126 Stat. 58 (49 U.S.C. 44730), Pub. L. 118–383.

■ 6. Amend § 135.151 by revising paragraphs (g)(1)(iii) and (g)(2)(iii) to read as follows:

§ 135.151 Cockpit voice recorders.

* * * * *

(g) * * *

(1) * * *

(iii) Retains at least—

(A) The last 25 hours of recorded information using a recorder that meets the standards of TSO–C123c, or later revision, if:

(1) Manufactured on or after May 16, 2025, for a transport category aircraft type-certificated with 30 or more passenger seats; or

(2) Manufactured on or after February 2, 2027, for airplanes or rotorcraft with a maximum certified takeoff weight (MCTOW) of 59,525 pounds or more and type-certificated with 29 or fewer passenger seats; or

(3) Manufactured on or after February 2, 2029, for airplanes or rotorcraft with a maximum certified takeoff weight (MCTOW) of 59,524 pounds or less.

(B) The last 2 hours of recorded information using a recorder that meets the standards of TSO–C123a, or later revision, unless the airplane or rotorcraft meets the manufacturing date and requirements found in paragraphs (g)(1)(iii)(A)(1), (g)(1)(iii)(A)(2), or (g)(1)(iii)(A)(3) of this section.

* * * * *

(2) * * *

(iii) Retains at least—

(A) The last 25 hours of recorded information using a recorder that meets

the standards of TSO–C123c, or later revision, if:

(1) Manufactured on or after May 16, 2025, for airplanes or rotorcraft type-certificated with 30 or more passenger seats; or

(2) Manufactured on or after February 2, 2027, for airplanes or rotorcraft with a maximum certified takeoff weight (MCTOW) of 59,525 pounds or more and type-certificated with 29 or fewer passenger seats; or

(3) Manufactured on or after February 2, 2029, for airplanes or rotorcraft with a maximum certified takeoff weight (MCTOW) of 59,524 pounds or less.

(B) The last 2 hours of recorded information using a recorder that meets the standards of TSO–C123a, or later revision, unless the airplane or rotorcraft meets the manufacturing date and requirements found in paragraphs (g)(2)(iii)(A)(1), (g)(2)(iii)(A)(2), or (g)(2)(iii)(A)(3) of this section.

* * * * *

Issued under authority provided by 49 U.S.C. 106(f), 44701(a), and 44703 in Washington, DC.

Brandon Roberts,

Executive Director, Office of Rulemaking.

[FR Doc. 2026–09143 Filed 5–7–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Part 884

[Docket No. FDA–2026–N–4659]

Medical Devices; Obstetrical and Gynecological Devices; Classification of the External Condom for Anal Intercourse or Vaginal Intercourse

AGENCY: Food and Drug Administration, HHS.

ACTION: Final amendment; final order.

SUMMARY: The Food and Drug Administration (FDA) is classifying the external condom for anal intercourse or vaginal intercourse into class II (special controls). The special controls that apply to the device type are identified in this order and will be part of the codified language for classification of the external condom for anal intercourse or vaginal intercourse. We are taking this action because we have determined that classifying the device into class II will provide a reasonable assurance of safety and effectiveness of the device. We believe this action will also enhance patients’ access to beneficial innovative devices, in part by reducing regulatory burdens.