

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.

* * * * *

ASW TX E5 Mullin, TX [Establish]

Smoky Bend Ranch Airport, TX
(Lat 31°28'19" N, long 98°42'06" W)

That airspace extending upward from 700 feet above the surface within an 8.3-mile radius of the Smoky Bend Ranch Airport.

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Issued in Fort Worth, Texas, on June 10, 2026.

Jerry J. Creecy,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–3763; Airspace
Docket No. 26–AGL–4]

RIN 2120–AA66

Establishment of Class E Airspace; Canton, OH

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace at Mercy Medical Center Heliport, Canton, OH. 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 Mercy Medical Center Heliport, Canton, OH, to support IFR operations at this airport.

History

The FAA published an NPRM for Docket No. FAA–2026–3763 in the **Federal Register** (91 FR 17906; April 9, 2026) proposing to establish Class E airspace at Mercy Medical Center Heliport, Canton, OH. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

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 7.4-mile radius of Mercy Medical Center Heliport, Canton, OH. 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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The Amendment

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■ 1. The authority citation for 14 CFR part 71 continues to read as follows:

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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 OH E5 Canton, OH [Establish]

Mercy Medical Center Heliport, OH
(Lat. 40°48'45" N, long. 81°23'38" W)

That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of the Mercy Medical Center Heliport.

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Issued in Fort Worth, Texas, on June 10, 2026.

Jerry J. Creedy,

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

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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

24 CFR Part 51

[Docket No. FR–6581–F–01]

RIN 2506–AC63

Revising HUD’s Noise Abatement and Control Regulations

AGENCY: Office of Community Planning and Development, HUD.

ACTION: Final rule.

SUMMARY: This direct final rule revises the Department of Housing and Urban Development’s (HUD) regulations governing noise abatement and control. This final rule amends these regulations to provide that relevant HUD program offices, based on project funding, rather than only the Office of Community Planning and Development (CPD), have the authority to issue approvals related to projects in unacceptable noise zones. This final rule also eliminates unnecessary noise surveillance and data provisions to reflect current HUD practices.

DATES: Effective July 13, 2026.

FOR FURTHER INFORMATION CONTACT:

Peter Huber, Deputy Director, Office of Affordable Housing Programs, Office of Community Planning and Development, U.S. Department of Housing and Urban Development, 451 7th Street SW, Washington, DC 20410, Room 7282; telephone number (202) 402–3941 (this is not a toll-free number). HUD welcomes and is prepared to receive calls from individuals who are deaf or hard of hearing, as well as individuals with speech or communication disabilities. To learn more about how to make an accessible telephone call, please visit <https://www.fcc.gov/consumers/guides/telecommunications-relay-service-trs>.

SUPPLEMENTARY INFORMATION:

I. Background

HUD’s regulations at 24 CFR part 51 govern environmental criteria and standards that help determine project acceptability and ensure that HUD-assisted projects achieve the goal of living in a suitable living environment. These environmental standards generally apply to all HUD actions. Part 51 includes regulations on noise abatement and control (subpart B). The Assistant Secretary for Community Planning and Development (CPD) has the lead role in implementing part 51. Under 24 CFR 51.3, the Assistant Secretary for CPD is responsible for administering the environmental criteria and standards regulations but may be assisted by other HUD officials in implementing the responsibilities established by part 51.

Under 24 CFR 51.104(a)(2), noise attenuation measures in unacceptable noise zones require the approval of the Assistant Secretary for Community Planning and Development. In addition, under 24 CFR 51.104(b)(2), projects that are in an unacceptable noise zone must be submitted to the Assistant Secretary for CPD for approval. The Assistant Secretary for CPD also has the authority to waive the requirement to conduct an Environmental Impact Statement (EIS) for projects in unacceptable noise zones where noise is the only environmental issue.

CPD is the only HUD program office with the authority to approve noise attenuation measures, projects, and EIS waivers for projects in unacceptable noise zones, even if they are being funded and developed by another HUD program office. If a program office seeks to obtain approval for noise attenuation measures, a project, or an EIS waiver for a project it is overseeing in an unacceptable noise zone, it not only