

§ 82.15 Appeals.

Any grower who is dissatisfied with a determination made pursuant to this part may make a request for reconsideration or appeal of such determination. The Deputy Administrator of the Specialty Crop Program shall establish the procedure for such appeals.

■ 13. Amend § 82.16 by:

■ a. Removing paragraph (e);
 ■ b. Redesignating paragraphs (f) and (g) as paragraphs (e) and (f), respectively; and

■ c. Revising and republishing newly redesignated paragraph (f).

The revision and republication read as follows:

§ 82.16 Refunds; joint and several liability.

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(f) In the event that a benefit under this part was provided as the result of erroneous information provided by the grower, or was erroneously or improperly paid for any other reason, the benefit must be repaid with any applicable interest, subject to paragraphs (c) and (d) of this section.

Erin Morris,

Administrator, Agricultural Marketing Service.

[FR Doc. 2026–15525 Filed 7–30–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2026–2905; **Airspace**
 Docket No. 25–ANM–164]

RIN 2120-AA66

**Amendment of United States Area
 Navigation Routes (RNAV) T–285 and
 T–286 in the Vicinity of Thedford, NE**

AGENCY: Federal Aviation
 Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the published coordinates of the Thedford, NE, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME) in the legal descriptions of Area Navigation (RNAV) routes T–285 and T–286 in the vicinity of Thedford, NE. The FAA is taking this action due to discovering that the published coordinates were incorrect by a distance of 344 feet.

DATES: Effective date 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 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/. For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Steven Roff, 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 updates the route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System (NAS).

History

A third-party survey of the location of the Thedford, NE, VOR/DME discovered that the published coordinates were incorrect. There was a discrepancy of 344 feet between the former coordinates and the correct coordinates. The Thedford VOR/DME is listed in the legal descriptions of RNAV Routes T–285 and T–286. This rule corrects the coordinates for the Thedford VOR/DME in the descriptions of these two routes.

Incorporation by Reference

United States Area Navigation Routes areas are published in paragraph 6011 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 updating the geographical coordinates of the Thedford, NE, VOR/DME in the legal descriptions of RNAV Routes T–285 and T–286 in the vicinity of Thedford, NE. Specifically, the geographic coordinates for the Thedford VOR/DME are updated from “lat. 41°58'53.99” N, long. 100°43'08.55” W” to “lat. 41°58'54.04” N, long. 100°43'13.08” W”

Good Cause for Bypassing and Comment

The Administrative Procedure Act (APA) authorizes agencies to dispense with ordinary notice and comment requirements for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” 5 U.S.C. 553(b)(B). This rule updates the geographical coordinates of the Thedford, NE, VOR/DME in the legal descriptions of RNAV Routes T–285 and T–286. This action will not impose any additional substantive restrictions or requirements on the persons affected by these regulations as it only updates the coordinates of an already established Navigational Aid. The action constitutes “a routine determination, insignificant in nature and impact, and inconsequential to the industry and to the public.” *Mack Trucks, Inc. v. EPA*, 682 F.3d 87, 94 (D.C. Cir. 2012). Therefore, the FAA finds good cause that notice and public procedure under 5 U.S.C. 553(b) is unnecessary.

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 impose, at most, de minimis costs. 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 of amending geographical coordinates of the Thedford VOR/DME in the legal descriptions of RNAV Routes T-285 and T-286 qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and 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 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 the concentration of aircraft on these tracks. As such, this action is not expected to result in any potentially significant environmental impacts. Additionally, in accordance with Appendix B, paragraph B-1 of FAA Order 1050.1G, 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. Accordingly, 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, effective September 15, 2025, is amended as follows:

Paragraph 6011 United States Area Navigation Routes.

* * * * *

T-285 NORTH PLATTE, NE (LBF) TO HURON, SD (HON) [AMENDED]

North Platte, NE (LBF)	VOR/DME	(Lat. 41°02′55.34″ N, long. 100°44′49.55″ W)
Thedford, NE (TDD)	VOR/DME	(Lat. 41°58′54.04″ N, long. 100°43′13.08″ W)
MARSS, NE	FIX	(Lat. 42°27′48.92″ N, long. 100°36′15.32″ W)
Valentine, NE (VTN)	NDB	(Lat. 42°51′41.85″ N, long. 100°32′58.73″ W)
LKOTA, SD	WP	(Lat. 43°15′28.00″ N, long. 100°03′14.00″ W)
LESNR, SD	WP	(Lat. 43°29′16.06″ N, long. 099°45′41.55″ W)
Huron, SD (HON)	DME	(Lat. 44°26′24.30″ N, long. 098°18′39.89″ W)

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T-286 FONIA, ND TO BOWLR, KS [AMENDED]

FONIA, ND	FIX	(Lat. 48°15′35.07″ N, long. 103°10′37.54″ W)
Dickinson, ND (DIK)	VORTAC	(Lat. 46°51′36.14″ N, long. 102°46′24.60″ W)
JELRO, SD	FIX	(Lat. 45°48′43.83″ N, long. 102°51′46.96″ W)
Rapid City, SD (RAP)	VORTAC	(Lat. 43°58′33.74″ N, long. 103°00′44.38″ W)
Gordon, NE (GRN)	NDB	(Lat. 42°48′03.90″ N, long. 102°10′45.82″ W)
Thedford, NE (TDD)	VOR/DME	(Lat. 41°58′54.04″ N, long. 100°43′13.08″ W)
BOKKI, NE	FIX	(Lat. 41°39′54.99″ N, long. 099°52′17.00″ W)
Grand Island, NE (GRI)	VOR/DME	(Lat. 40°59′02.50″ N, long. 098°18′53.20″ W)
HTHWY, NE	WP	(Lat. 40°12′01.96″ N, long. 096°12′22.51″ W)
Robinson, KS (RBA)	DME	(Lat. 39°51′03.00″ N, long. 095°25′23.00″ W)
BOWLR, KS	FIX	(Lat. 39°37′21.29″ N, long. 095°11′00.26″ W)

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Issued in Washington, DC, on July 29, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–15603 Filed 7–30–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–2636; Airspace
Docket No. 25–AWA–6]

RIN 2120–AA66

Amendment of Class B Airspace; New York, NY

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class B airspace in New York, NY, to exclude Prohibited Area 75 (P-75) that overlies the residence of the President of the United States. P-75 is simultaneously established through a separate rulemaking action under Docket No. FAA–2025–2635. Additionally, the FAA makes technical amendments to geographic coordinates, an airport name, and navigational aid (NAVAID) type in the airspace description to