

ground disturbance, construction, excavation, development activities, or discharges to water bodies.

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 7400.11M, dated July 30, 2026, and effective September 15, 2026. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11M, 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 a Class E airspace area extending upward from 700 feet above the surface at the Samaritan North Lincoln Hospital Heliport, Lincoln City, OR, to contain private-use special instrument flight procedures in support of passenger shuttle, medevac, and cargo operations.

The Class E airspace area for the Samaritan North Lincoln Hospital Heliport is modified to cover an area within a 4.7-mile radius of the heliport, excluding the airspace east of longitude line 123°55'51" W. It includes an extension oriented from the heliport's 291° bearing, expanding 1.2 miles either side extending to the heliport's 6.3-mile radius. This was created to appropriately contain aircraft the COPTER Area Navigation (RNAV) (Global Positioning System [GPS]) 09 approach and the COPTER RNAV (GPS) 036 approach procedures. Furthermore, this airspace area supports instrument arrival operations by providing controlled airspace area as aircraft descending below 1,500 feet above the surface and supports procedural containment during the instrument approach procedure's missed approach segment until the aircraft reaches 1,200 feet above the surface.

The Class E airspace area supports IFR operations as they depart the heliport on the LMPRY ONE DEPARTURE (RNAV) or the WNONA ONE DEPARTURE (RNAV) until the aircraft reaches 1,200 feet above the surface.

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 (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. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant 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 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 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

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

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ANM OR E5 Lincoln City, OR [Amended]
Samaritan North Lincoln Hospital Heliport,
OR

(Lat. 44°59'11" N, long. 123°59'39" W)

That airspace extending upward from 700 feet above the surface within a 4.7-mile radius of the heliport excluding the airspace east of long. 123°55'51" W, and within 1.2 miles either side of the heliport's 291° bearing extending to the 6.3-mile radius.

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Issued in Des Moines, Washington, on October 5, 2026.

B.G. Chew,

*Group Manager, Operations Support Group,
Western Service Center.*

[FR Doc. 2026–21978 Filed 10–27–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–8548; Airspace
Docket No. 26–AGL–16]

RIN 2120–AA66

Establishment of Class E Airspace; Ottawa, IL; Correction

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published by the FAA in the **Federal Register** on September 22, 2026, establishing Class E airspace at OSF St Elizabeth Medical Center Heliport, Ottawa, IL. This action corrects a typographical error in the airspace legal description.

DATES: The effective date of the final rule published in the **Federal Register** on September 22, 2026 remains 0901 UTC, December 24, 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: FAA Order JO 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Airspace Regulation Group, Operational 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:

History

The FAA published a final rule for Docket No. FAA-2026-8548 in the **Federal Register** (91 FR 59987; September 22, 2026), establishing Class E airspace at OSF St Elizabeth Medical Center Heliport, Ottawa, IL. After publication of the final rule, an FAA database review noted that the incorrect heliport (OSF St Francis Medical Center Heliport) was used in the legal description. This action replaces the incorrect heliport with the correct heliport, OSF St Elizabeth Medical Center Heliport. This correction represents a ministerial change. It does not change the airspace dimensions or operating requirements. Accordingly, the FAA finds good cause that recirculating the NPRM for notice and comment is unnecessary.

Correction of Final Rule

Accordingly, pursuant to the authority delegated to me, the final rule for Docket No. FAA-2026-8548, as published in the **Federal Register** on September 22, 2026 (91 FR 59987; FR Doc. 2026-19391), is corrected as follows:

On page 59988, in the third column, amend Paragraph 6005 “Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.” by revising the legal description for “AGL IL E5 Ottawa, IL” to read as follows:

AGL IL E5 Ottawa, IL [Establish]

OSF St Elizabeth Medical Center Heliport, IL
(Lat. 41°21'30" N, long 88°49'30" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the OSF St Elizabeth Medical Center Heliport.

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Issued in Fort Worth, Texas, on October 26, 2026.

Jerry J. Creecy,

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

[FR Doc. 2026-21995 Filed 10-27-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-9835; Airspace
Docket No. 26-AGL-19]

RIN 2120-AA66

Establishment of Class E Airspace; DeKalb, IL; Correction

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published by the FAA in the **Federal Register** on September 22, 2026, establishing Class E airspace at Northwestern Memorial Healthcare Heliport, DeKalb, IL. Specifically, this action corrects a typographic error in the airspace legal description.

DATES: The effective date of the final rule published in the **Federal Register** on September 22, 2026, remains 0901 UTC February 18, 2027. 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:** FAA Order JO 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Airspace Regulation Group, Policy Directorate, 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:

History

The FAA published a final rule for Docket No. FAA-2026-9835 in the **Federal Register** (91 FR 66635; September 22, 2026), establishing Class E airspace at Northwestern Memorial Healthcare Heliport, DeKalb, IL. After publication of the final rule, an FAA database review noted that the incorrect state (OH) was used in the legal description. This final rule correction replaces the incorrect state with the correct state, IL. This correction represents a ministerial change. It does not change the airspace dimensions or operating requirements. Accordingly, the FAA finds good cause that

recirculating the NPRM for notice and comment is unnecessary.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the final rule for Docket No. FAA-2026-9835, as published in the **Federal Register** on September 22, 2026 (91 FR 66635; FR Doc. 2026-21563), is corrected as follows:

On page 66636, in the second column, amend Paragraph 6005 “Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.” by revising the legal description for “AGL IL E5 DeKalb, IL” to read as follows:

AGL IL E5 DeKalb, IL [Establish]

Northwestern Memorial Healthcare Heliport,
IL

(Lat. 41°57'38" N, long. 88°43'18" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Northwestern Memorial Healthcare Heliport.

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Issued in Fort Worth, Texas, on October 26, 2026.

Jerry J. Creecy,

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

[FR Doc. 2026-21991 Filed 10-27-26; 8:45 am]

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DEPARTMENT OF THE INTERIOR

National Park Service

36 CFR Part 13

[Docket No. NPS-2026-0034]

RIN 1024-AE96

Alaska; Wildlife, Harvest, and Access; Correction

AGENCY: National Park Service, Interior.

ACTION: Final rule; correction.

SUMMARY: The National Park Service (NPS) is correcting a final rule that appeared in the **Federal Register** on October 19, 2026. The rule amended regulations for hunting, fishing, trapping, and other harvest-related activities in Alaska and the procedures used to restrict public use and access in Alaska park areas, including for subsistence.

DATES: Effective November 18, 2026.

FOR FURTHER INFORMATION CONTACT: Don Striker, Regional Director, Alaska Regional Office, 240 West 5th Ave., Anchorage, AK 99501; phone (907) 227-6163; email: AKR_Regulations@nps.gov. Individuals in the United States who are