



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-10899; Airspace Docket No. 26-ANE-7]

RIN 2120-AA66

Amendment of Class D and Class E Airspace over Hyannis, MA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action updates the airport name for Cape Cod Gateway Airport in the Falmouth, MA Class E5 airspace legal description. This action also updates verbiage in the Hyannis, MA Class D airspace legal description to comply with current FAA guidance. This action does not change the airspace boundaries or operating requirements.

DATES: Effective date 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: 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 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20597; Telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305-5589.

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 amends the legal description for Class D and Class E airspace in Hyannis, MA.

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 7400.11M, 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

An airspace review revealed that administrative updates were needed for the Class D and Class E airspace legal descriptions related to Cape Cod Gateway Airport, Hyannis, MA. Accordingly, this action amends 14 CFR part 71 by updating the term “Notice to Air Missions” in the Hyannis, MA Class D airspace legal description to “Notice to Airmen” in order to comply

with current FAA guidance. This action also updates the airport name for Cape Cod Gateway Airport in the Falmouth, MA Class E5 airspace legal description. This action does not change the airspace boundaries or operating requirements.

Good Cause for Bypassing Notice 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). Under this section, an agency, upon finding good cause, may issue a final rule without first publishing a proposed rule subject to public notice and comment. This rule only involves administrative changes, including the update of the airport’s name. This amendment will not impose any additional or amended substantive restrictions or requirements on the persons affected by these regulations as it does not affect the airspace boundaries or operating requirements. The changes are ministerial in nature only.

This 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) (quoting Util. Solid Waste Activities Grp. v. EPA, 236 F.3d 749, 755 (D.C. Cir. 2001)); see also Attorney General's Manual on the Administrative Procedure Act (1947), at 31; U.S. Department of Transportation (DOT) Order 2100.6B, paragraph 11.j(1)(b) (saying proposed rules are not required for “[r]ules for which notice and comment is unnecessary to inform the rulemaking, such as rules correcting de minimis technical or clerical errors or rules addressing other minor and insubstantial matters, provided the reasons to forgo public comment are explained in the preamble to the final rule”). Accordingly, the FAA finds good cause that notice and public comment 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 Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); 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 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). This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the 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 Federal Aviation Administration Order JO 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

Paragraph 5000. Class D Airspace.

* * * * *

ANE MA D Hyannis, MA [Amended]

Cape Cod Gateway Airport, MA

(lat. 41°40'10"N., long. 70°16'49"W.)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 4.2-mile radius of Cape Cod Gateway Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

* * * * *

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

* * * * *

ANE MA E5 Falmouth, MA [Amended]

Cape Cod Coast Guard Air Station, MA

(lat. 41°39'33"N., long. 70°31'22"W.)

Cape Cod Gateway Airport

(lat. 41°40'10"N., long. 70°16'49"W.)

Chatham Municipal Airport

(lat. 41°41'18"N., long. 69°59'23"W.)

Martha's Vineyard Airport

(lat. 41°23'36"N., long. 70°36'50"W.)

Martha's Vineyard VOR/DME

(lat. 41°23'46"N., long. 70°36'46"W.)

BOGEY LOM

(lat. 41°42'58"W., long. 70°12'11"W.)

That airspace extending upward from 700 feet above the surface within a 12.2-mile radius of Cape Cod Coast Guard Air Station, and within a 6.7-mile radius of Cape Cod Gateway Airport, and within 3 miles each side of the BOGEY LOM 050° bearing extending from the 6.7-mile radius to 10 miles northeast of the BOGEY LOM, and within a 6.3-mile radius of Chatham Municipal Airport, and within a 6.5-mile radius of Martha's Vineyard Airport, and within 5.1 miles on each side of the 052° radial of Martha's Vineyard VOR/DME extending from the 6.5-mile radius to 14 miles northeast of Martha's Vineyard VOR/DME.

* * * * *

Issued in College Park, Georgia, on September 11, 2026

KRISTEN LEAKE,

Acting Manager, Airspace & Procedures South Team,

Eastern Service Center, Air Traffic Organization.

[FR Doc. 2026-18902 Filed: 9/14/2026 8:45 am; Publication Date: 9/15/2026]