

current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These updates would 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.

Background

The proposed actions are necessary to accommodate Nav Canada’s multi-year ongoing NAVAID Modernization Plan (NMP), which reduces reliance upon ground-based navigation aids (NAVAIDs) and transitions to a more efficient and cost-effective system using satellite/Performance Based Navigation (PBN). This shift away from ground-based NAVAIDs impacts the existing cross-border U.S. Federal Airway structure, and the FAA is proposing these actions to provide enroute continuity with NAV Canada’s ongoing route structure modernization efforts.

Q-855 would replace J-549, which is currently NOTAM’d out of service due to the decommissioning of the Brandon, MB, Canada, Very High Frequency Omnidirectional Range (VOR). Q-855 would connect with NAV Canada’s existing Q-855 at the new JARLY, ND, Waypoint (WP) located on the U.S./Canadian border. The current computer navigation fix, CFGMH, would also be removed from the database.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to establish Canadian

(RNAV) Route Q-855 and revoke Jet Route J-549 in the vicinity of Williston, North Dakota.

Q-855: Q-855 would extend between the Williston, ND, VOR/Distance Measuring Equipment (DME) and the Jarly, ND, WP.

J-549: J-549 currently extends between the Williston, ND, VOR/DME and the Brandon, MB, Canada, VOR. The FAA is proposing to revoke J-549 in its entirety.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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 proposed amendments are routine and the expected impact to operators is de minimis, the FAA certifies that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1G, “FAA National Environmental Policy Act Implementing Procedures” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 2007 Canadian Area Navigation Routes.

* * * * *

Q-855 Williston, ND (ISN) TO JARLY, ND [NEW]

Williston, ND (ISN) VOR/DME (Lat. 48°15’12.29” N, long. 103°45’02.38” W)
JARLY, ND WP (Lat. 48°59’56.23” N, long. 102°06’21.90” W)

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Paragraph 2004 Jet Routes.

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J-549 [Removed]

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

Alex W. Nelson,

Manager, Airspace Rules and Regulations.

[FR Doc. 2026-09224 Filed 5-7-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-4792; Airspace Docket No. 25-ANM-166]

RIN 2120-AA66

Establishment of Canadian Area Navigation Route Q-838 and Revocation of Jet Route J-539 in the Vicinity of Glasgow, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish Canadian Area Navigation

(RNAV) Route Q-838 and revoke Jet Route J-539 in the vicinity of Glasgow, MT. The FAA is proposing these actions to provide enroute continuity with NAV Canada’s ongoing route structure modernization efforts.

DATES: Comments must be received on or before June 22, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2026-4792 and Airspace Docket No. 25-ANM-166 using any of the following methods:

* Federal eRulemaking Portal: Go to www.regulations.gov and follow the online instructions for sending your comments electronically.

* Mail: Send comments to Docket Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W58-213, West

Building, 5th Floor, Washington, DC 20590.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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, 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 would amend the airway structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory,

aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at www.dot.gov/privacy.

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at www.regulations.gov. Recently published rulemaking documents can also be accessed through the FAA's web page at www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Western Service Center, Federal Aviation Administration, 2200 South 216th St., Des Moines, WA 98198.

Incorporation by Reference

Canadian Area Navigation Routes are published in paragraph 2007 and Jet Routes are published in paragraph 2004 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 proposes to amend the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These updates would 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.

Background

The proposed actions are necessary to accommodate Nav Canada's multi-year ongoing NAVAID Modernization Plan (NMP), which reduces reliance upon ground-based navigation aids (NAVAIDs) and transitions to a more efficient and cost-effective system using satellite/Performance Based Navigation (PBN). This shift away from ground-based NAVAIDs impacts the existing cross-border U.S. Federal Airway structure, and the FAA is proposing these actions to provide enroute continuity with NAV Canada's ongoing route structure modernization efforts.

Q–838 would replace J–539, which is currently NOTAM'd out of service due to the decommissioning of the Swift Current, SK, Canada, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME). Q–838 would connect with NAV Canada's existing Q–838 at the new CAYUS, MT, Waypoint (WP) located on the U.S./Canadian border. The current computer navigation fix, CFWVQ, would also be removed from the database.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to establish Canadian Area Navigation (RNAV) Route Q–838 and revoke Jet Route J–539 in the vicinity of Glasgow, MT.

Q–838: Q–838 would extend between the Glasgow, MT, VOR/Distance Measuring Equipment (DME) and the CAYUS, MT, WP.

J–539: J–539 currently extends between the Glasgow, MT, VOR/DME and the Swift Current, SK, Canada, VOR. The FAA is proposing to revoke J–539 in its entirety.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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 proposed amendments are routine and the expected impact to operators is de minimis, the FAA certifies that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1G, “FAA

National Environmental Policy Act Implementing Procedures” prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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:

Q-838 GLASGOW, MT (GGW), TO CAYUS, MT [NEW]

Glasgow, MT (GGW) VOR/DME (Lat. 48°12'55.10" N, long. 106°37'31.51" W)
CAYUS, MT WP (Lat. 49°00'00.11" N, long. 107°00'56.76" W)

* * * * *
Paragraph 2004 Jet Routes.
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J-539 [Removed]
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Issued in Washington, DC, on May 6, 2026.
Alex W. Nelson,
Manager, Airspace Rules and Regulations.
[FR Doc. 2026-09225 Filed 5-7-26; 8:45 am]
BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Parts 1 and 48

[REG-121244-23]

RIN 1545-BR30

Section 45Z Clean Fuel Production Credit; Hearing

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Notification of change to telephonic-only public hearing on a proposed rulemaking.

SUMMARY: This document announces that the public hearing scheduled for Wednesday, May 27, 2026, Thursday, May 28, 2026, and Friday, May 29, 2026, for the notice of proposed rulemaking (REG-121244-23) published in the **Federal Register** on Wednesday, February 4, 2026, has been changed to a telephonic-only hearing. These proposed regulations would provide rules for determining clean fuel production credits, including credit

eligibility rules, emissions rates, and certification and registration requirements.

DATES: The hearing scheduled to be held on Wednesday, May 27, 2026, at 09:00 a.m. ET, Thursday, May 28, 2026, at 09:00 a.m. ET, and Friday, May 29, 2026, at 09:00 a.m. ET, has been changed to a telephonic-only hearing.

ADDRESSES: Public comments that have been submitted on the proposed regulations (REG-121244-23) are available on the Federal eRulemaking Portal at <https://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT: Concerning the proposed regulations, Jennifer Golden or Danielle Mayfield of the Office of Associate Chief Counsel (Energy, Credits, and Excise Tax) at (202) 317-6855 (not a toll-free number); concerning submissions of comments or the public hearing, Publications and Regulations Section at (202) 317-6901 (not a toll-free number) or by email at publichearings@irs.gov (preferred).

SUPPLEMENTARY INFORMATION: The subject of the public hearing is the notice of proposed rulemaking (REG-121244-23) published in the **Federal Register** on Wednesday, February 4, 2026 (91 FR 5160). To accommodate all persons who wished to present oral comments at the public hearing, by notice of hearing published in the **Federal Register** on Wednesday, April 29, 2026 (91 FR 23038), the public hearing scheduled Thursday, May 28, 2026, was extended two additional days to begin Wednesday, May 27, and end Friday, May 29, starting at 09:00 a.m. ET each day. All three days of the hearing

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 2007 Canadian Area Navigation Routes.

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will now be held in a telephonic-only format.

The rules of 26 CFR 601.601(a)(3) apply to the public hearing. Persons who wished to present oral comments at the public hearing were required to submit an outline of the topics to be discussed as well as the time to be devoted to each topic by April 6, 2026. This due date for requests to testify has now passed. Persons who made timely requests to testify either in-person or by telephone will receive the telephone number and access codes for the public hearing. A period of 10 minutes will be allotted to each person testifying.

Individuals who have already sent an email to publichearings@irs.gov to request to attend the hearing by telephone or in person do not need to make a second request to attend the hearing now being held by telephone only. The IRS will provide those individuals with a telephone number and access code for the rescheduled hearing by email.

An agenda showing the scheduling of the speakers will be prepared after the deadline for receiving outlines has passed. Copies of the agenda will be available via the Federal eRulemaking Portal (www.regulations.gov) under the title of Supporting & Related Material.

Individuals who want to attend the public hearing by telephone without testifying must also send an email to publichearings@irs.gov to receive the telephone number and access code for the hearing. The subject line of the email must contain the regulation number (REG-121244-23) and the language “ATTEND Hearing Telephonically.” For example, the