

scope of that authority as it would establish Class E airspace extending upward from 700 feet above the surface at Meadow Creek Airport, Monee, IL, to support IFR operations at this airport.

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 received 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-14FDMS), 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 Office (see the **ADDRESSES** section for the address, phone number, and hours of operation). An informal docket may also be examined during normal business hours at the Federal Aviation Administration,

Air Traffic Organization, Central Service Center, Operations Support Group, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Incorporation by Reference

Class E airspace is 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 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 subsequently 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 Proposal

The FAA is proposing an amendment to 14 CFR part 71 that would establish Class E airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Meadow Creek Airport, Monee, IL.

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 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, "Policies and Procedures for Rulemakings" (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 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth

* * * * *

AGL IL E5 Monee, IL [Establish]

Meadow Creek Airport, IL
(Lat. 41°26'00" N, long. 87°46'53" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Meadow Creek Airport.

* * * * *

Issued in Fort Worth, Texas, on May 20, 2026.

Jerry J. Creecy,

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

[FR Doc. 2026–10346 Filed 5–21–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–5746; Airspace
Docket No. 25–AWP–154]

RIN 2120–AA66

Amendment of United States Area Navigation Route T–306 and Establishment of United States Area Navigation Route T–647

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend United States Area Navigation Route (RNAV) Route T-306 and the establishment of RNAV Route T-647 in the Southwestern United States. The FAA is proposing to amend T-306 by revoking the portion of the route extending between Blythe, CA, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and El Paso, TX, VORTAC. FAA is also proposing to amend T-306 by extending the route between Blythe VORTAC and HUPUP, AZ, Waypoint (WP). FAA is proposing these actions to relieve areas where there are high traffic volumes of Visual Flight Rules (VFR) aircraft and Instrument Flight Rules (IFR) aircraft that often result in conflict alerts and pilot deviations.

DATES: Comments must be received on or before July 6, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2026-5746 and Airspace Docket No. 25-AWP-154 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, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, 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 Ground 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, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Ashley Toth, Rules and Regulations Group, Policy Directorate, 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 Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177.

Incorporation by Reference

United States RNAV Routes are published in paragraph 6011 and Very High Frequency Omni-Directional Range (VOR) Federal Airways are published in paragraph 6010 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 amendment to RNAV Route T-306 and the establishment of RNAV Route T-647 are proposed to alleviate areas where there are high traffic volumes of VFR aircraft and IFR aircraft that often result in conflict alerts and pilot deviations.

The amendment of RNAV Route T-306 will result in the removal of the route portion extending between Blythe, CA, VORTAC and El Paso, TX, VORTAC. After Blythe, CA, VORTAC on RNAV Route T-306, there will be the addition of SEAFM, AZ, WP, MSQET, AZ WP, and the route will terminate at HUPUP, AZ, WP. The amendment of

RNAV Route T-306 routes air traffic to the west of the Phoenix, AZ (PHX) Class B airspace.

FAA is proposing to establish RNAV Route T-647 to provide air traffic a route between El Paso, TX, VORTAC and the Drake, AZ, VORTAC. This route will circumnavigate VOR Federal Airway V-105. The circumnavigation will occur between Stanfield, AZ, VOR (TFD) and west of Buckeye, AZ, VOR (BXX) to redirect IFR aircraft on V-105 and V-16. V-105 is the primary low altitude airway used by most general aviation aircraft to and from southern Arizona. Between TFD VOR and Phoenix (PXR) VORTAC, there are two flight training practice areas and a published hold over the TFD VOR from the surface through 8,000 MSL. This has led to numerous conflict alerts and pilot deviations with IFR aircraft. RNAV Route T-647 will redirect the IFR aircraft away from the published hold and bypass the PXR VORTAC to join V-16 west of BXX VOR. V-16 extends between PXR VOR and BXX VOR and is the primary airway for low altitude, general aviation aircraft to proceed from the Phoenix metropolitan area to most airports west, including the Los Angeles area airports.

RNAV Route T-647 from ELP VORTAC to Northern Arizona will be utilized to bypass V-105 which currently connects PXR VOR and DRK VOR. Currently, aircraft are restricted to low altitudes to deconflict with Phoenix Sky Harbor arrivals and departures while on V-105. In addition, there are radio limitations on V-105 that inhibit air traffic controllers' ability to issue safety alerts and other pertinent information. RNAV Route T-647 will replace the RNAV Route T-306 between ELP VORTAC and TUS VORTAC. RNAV Route T-647 will continue from

TUS VORTAC to reduce conflicts along V-105 and offers increased radio reception for air traffic control. RNAV Route T-647 will provide vertical and lateral separation from the PHX and satellite airport arrivals.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to amend RNAV Route T-306 and to establish RNAV Route T-647 in the Southwestern United States.

T-306: T-306 currently extends between Los Angeles, CA, VORTAC and the El Paso VORTAC. The FAA is proposing to revoke the portion of the route extending between the Blythe VORTAC and the El Paso VORTAC. The FAA is also proposing to amend T-306 by extending the route between Blythe VORTAC and HUPUP WP.

T-647: T-647 is a new route that the FAA proposes to establish that would extend between the El Paso VORTAC and the Drake VORTAC.

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 established as follows:

Paragraph 6011 United States Area Navigation Routes.

* * * * *

T-306 Los Angeles, CA (LAX) to HUPUP, AZ [Amended]

Los Angeles, CA (LAX)	VORTAC	(Lat. 33°55'59.34" N, long. 118°25'55.25" W)
Paradise, CA (PDZ)	VORTAC	(Lat. 33°55'06.01" N, long. 117°31'47.99" W)
Palm Springs, CA (PSP)	VORTAC	(Lat. 33°52'12.05" N, long. 116°25'47.18" W)
Blythe, CA (BLH)	VORTAC	(Lat. 33°35'45.83" N, long. 114°45'40.58" W)
SEAFM, AZ	WP	(Lat. 33°26'55.64" N, long. 112°53'40.45" W)
MSQET, AZ	WP	(Lat. 33°14'41.66" N, long. 112°45'41.69" W)
HUPUP, AZ	WP	(Lat. 33°11'04.28" N, long. 112°19'40.66" W)

* * * * *

T-647 El Paso, TX (ELP) to Drake, AZ (DRK) [New]

El Paso, TX (ELP)	VORTAC	(Lat. 31°48'57.28" N, long. 106°16'54.78" W)
Columbus, NM (CUS)	VOR/DME	(Lat. 31°49'08.76" N, long. 107°34'28.18" W)
NOCHI, AZ	WP	(Lat. 32°02'00.20" N, long. 109°45'29.53" W)
Tucson, AZ (TUS)	VORTAC	(Lat. 32°05'42.73" N, long. 110°54'53.48" W)
TORTS, AZ	Fix	(Lat. 32°13'51.27" N, long. 111°11'11.95" W)
ZEKAP, AZ	Fix	(Lat. 32°19'41.24" N, long. 111°23'30.55" W)
ALMON, AZ	Fix	(Lat. 32°23'00.78" N, long. 111°29'41.13" W)
FOUTZ, AZ	Fix	(Lat. 32°28'56.92" N, long. 111°41'45.43" W)
PEARR, AZ	WP	(Lat. 32°53'41.37" N, long. 111°59'19.10" W)
PRKLY, AZ	WP	(Lat. 33°09'14.59" N, long. 112°01'02.67" W)
RCDA, AZ	WP	(Lat. 33°34'57.73" N, long. 112°00'28.93" W)
CVCRK, AZ	WP	(Lat. 33°45'44.60" N, long. 112°01'34.42" W)

RDROK, AZ	WP	(Lat. 34°05'33.08" N, long. 111°56'09.42" W)
VRTEX, AZ	WP	(Lat. 34°27'21.76" N, long. 111°57'18.46" W)
Drake, AZ (DRK)	VORTAC	(Lat. 34°42'09.19" N, long. 112°28'49.23" W)

* * * * *

Issued in Washington, DC, on May 20, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–10348 Filed 5–21–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 121

[Docket No. FAA–2026–5413; Notice No. 26–04]

RIN 2120–AM10

Prohibition of Remote Dispatching

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: FAA proposes to amend its regulations for domestic, flag, and supplemental operators to prohibit dispatch and flight following activities outside of locations designated as dispatch or flight following centers except in emergencies that render a dispatch or flight following center inoperable. FAA also proposes to reorganize certain sections of the regulations for clarity. The rule is required by section 420 of the FAA Reauthorization Act of 2024.

DATES: Send comments on or before July 21, 2026.

ADDRESSES: Send comments identified by docket number FAA–2026–5413 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 (DOT), 1200 New Jersey Avenue SE, West Building 5th Floor (W58–213), Washington, DC 20590–0001.
- *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, 20590 between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Scott Stacy, Air Transportation Division, 107 Charles West Grant Parkway, Hapeville, GA 30354; telephone (202) 267–8166; email 9-AFS-200-Correspondence@faa.gov.

SUPPLEMENTARY INFORMATION:

I. Executive Summary

FAA proposes to revise several regulations related to dispatch centers to comply with the FAA Reauthorization Act of 2024 (Pub. L. 118–63) (“the Act”), section 420, Prohibition of Remote Dispatching, and to conform dispatch center regulations with statutory amendments. Section 420 amended title 49 of the United States Code (49 U.S.C.) in two sections. First, it added a new paragraph (10) to section 44711(a) prohibiting an aircraft dispatcher from working outside of a physical location designated as a dispatching center or flight following center of an air carrier except as provided in section 44747.¹ Second, section 420 added a new section 44748 to 49 U.S.C. This section, titled Aircraft dispatching, codifies: (1) requirements relating to aircraft dispatching certificates; (2) staffing, equipment, and security requirements of dispatch centers and flight following centers; and (3) a prohibition against dispatching aircraft from any location other than the dispatch center or flight following center of the air carrier with the exception of an event that renders a dispatch center or flight following center inoperable, in which case an air carrier may dispatch aircraft from another location for a period of time not to exceed 14 consecutive days per location without approval of the Administrator.

Section 420(a)(2) of the Act instructs the Administrator to issue regulations requiring persons to comply with 49 U.S.C. 44711(a)(10). This proposed rulemaking would amend title 14 of the Code of Federal Regulations (14 CFR) in accordance with the instructions of the Act, and, in doing so, would also apply

this prohibition to air carriers under 14 CFR part 121, taking into account the exception to this prohibition codified at 49 U.S.C. 44748(d).²

II. Authority for This Rulemaking

FAA’s authority to issue rules on 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 FAA’s authority. Section 106(f) establishes the authority of the Administrator to promulgate and revise regulations and rules related to aviation safety. This rulemaking is also issued under the authority described in subtitle VII, part A, subpart I, section 40103(b)(1) and (2), as well as subpart III, section 44701(a)(5). Under sections 40103(b)(1) and (2), FAA is charged with prescribing regulations for the use of navigable airspace to ensure the safety of aircraft and the efficient use of airspace. In addition, section 44701(a)(5) charges FAA with promoting safe flight of civil aircraft by prescribing regulations FAA finds necessary for safety in air commerce and national security. This regulation is within the scope of that authority.

In addition, this rulemaking implements the Congressional mandate set forth in section 420 of the Act, which states that an air carrier may not dispatch from any location other than the dispatch center or flight following center. Section 420 amends 49 U.S.C. 44711(a) to prohibit work as an aircraft dispatcher outside of a physical location designated as a dispatching center or flight following center of an air carrier, except as provided in 49 U.S.C. 44748,³ and directs the FAA Administrator to issue regulations requiring compliance with section 44711(a)(10).

III. Background

A. Overview of Part 121 Flight Operations

The regulations of 14 CFR part 121 generally apply to commercial airlines either operating on fixed schedules on predetermined routes (referred to as domestic or flag operations) or charter flight providers (referred to as supplemental operations). Domestic operations must originate and conclude in locations within the 48 contiguous States of the United States and the District of Columbia.⁴ Flag operations refers to scheduled flights operating: (1) between any point within the State of