

paragraphs 5000, 6002 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 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.

The Proposal

This action proposes to amend 14 CFR part 71 by modifying Class D and Class E airspace over Augusta, GA. A review of the Augusta, GA Class D and Class E airspace revealed a need for an increase to the lateral dimensions of the Class E5 airspace due to current IFR operations not being sufficiently contained, specifically on the ILS/LOC RWY 35 IAP. This action would increase the size of the Class E5 airspace by widening the southern portion by 0.4 miles east to west and extending it 1.6 miles to the south.

This action would also update the airport name of Augusta Regional Airport at Bush Field in the Class D and Class E2 airspace legal descriptions. This action would also correct verbiage in the Class D airspace legal description from “Notice of Airmen” to “Notice to Airmen.” This action would also update the superseded reference to the “Airport/Facility Directory” to “Chart Supplement” in both the Class D and Class E2 airspace legal descriptions in accordance with current FAA naming conventions. This action would also update the name of the Wellstar MCG/Wellstar Children’s Hospital of Georgia Heliport in the Class E5 airspace legal description.

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.

Lists 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 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 5000 Class D Airspace.
* * * * *

ASO GA D Augusta, GA [Amended]

Augusta Regional Airport at Bush Field, GA (Lat. 33°22’12” N, long. 81°57’52” W)

That airspace extending upward from the surface to and including 2,600 feet MSL within a 5.3-mile radius of the Augusta Regional Airport at Bush Field. 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.

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Paragraph 6002 Class E Airspace Areas Designated as Surface Areas.
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ASO GA E2 Augusta, GA [Amended]

Augusta Regional Airport at Bush Field, GA (Lat. 33°22’12” N, long. 81°57’52” W)

That airspace extending upward from the surface within a 5.3-mile radius of the

Augusta Regional Airport at Bush Field. This Class E 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.

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

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ASO GA E5 Augusta, GA [Amended]

Augusta Regional Airport at Bush Field, GA (Lat. 33°22’12” N, long. 81°57’52” W)
Daniel Field (Lat. 33°28’00” N, long. 82°02’22” W)
Wellstar MCG/Wellstar Children’s Hospital of Georgia Heliport (Lat. 33°28’17” N, long. 81°59’17” W)
Emory NDB (Lat. 33°27’46” N, long. 81°59’49” W)

That airspace extending upward from 700 feet above the surface within an 8.6-mile radius of Augusta Regional Airport at Bush Field and within 3.4 miles each side of the 169° bearing from the airport extending from the 8.6-mile radius to 14.1 miles south of the airport, and within a 7-mile radius of Daniel Field, and within a 6-mile radius of Wellstar MCG/Wellstar Children’s Hospital of Georgia Heliport, and within 8 miles west and 4 miles east of the 349° bearing from the Emory NDB extending from the 7-mile radius of Daniel Field and the 6-mile radius of Wellstar MCG/Wellstar Children’s Hospital of Georgia Heliport to 16 miles north of the Emory NDB.

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Issued in College Park, Georgia, on July 15, 2026.

Kristen Leake,

Acting Manager, Airspace & Procedures South Team, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2026–14559 Filed 7–17–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–7895; Airspace Docket No. 25–AGL–14]

RIN 2120–AA66

Amendment of Jet Routes J–190 and J–584 and Very High Frequency Omnidirectional Range Federal Airways V–170 and V–188 in the Vicinity of Slate Run, Pennsylvania

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Jet Routes J–190 and J–584 and

Very High Frequency Omnidirectional Range (VOR) Federal Airways V-170 and V-188 in the vicinity of Slate Run, Pennsylvania. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Slate Run VOR/Tactical Air Navigation (VORTAC) navigational aid (NAVAID). The VOR portion of this NAVAID is being decommissioned as part of the FAA's VOR Minimum Operational Network (MON) program. The Distance Measuring Equipment (DME) portion of this NAVAID will be retained.

DATES: Comments must be received on or before September 3, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2025-7895 and Airspace Docket No. 25-AGL-14 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 W58-213, West Building, 5th Floor, 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, 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, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Steven Roff, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; 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

Jet Routes are published in paragraph 2004 and 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 FAA is planning to decommission the VOR portion of the Slate Run, PA, VORTAC (SLT) in support of the FAA's VOR MON program as listed in the Final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** on July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082.

Although the VOR portion of the Slate Run VORTAC is planned for decommissioning, the co-located DME portion of the NAVAID is being retained. The DME portion is being retained in support of current and future NextGen PBN procedures. The Air Traffic Service (ATS) routes affected by the planned decommissioning of the Slate Run VOR are J-190, J-584, V-170, and V-188.

With the planned decommissioning of the SLT VOR, the remaining ground-based NAVAIDs in the area will not support the continuity of the above-mentioned ATS routes. As such, proposed modifications to J-190 and V-188 would result in shortened routes, modifications to V-170 and J-584 would result in a gap in the routes. To overcome the gaps and shortened routes, pilots may circumnavigate the affected area via the use of adjacent VOR Federal Airways (including V-226, V-232, V-164, and V-35), via adjacent Jet Routes (J-170, J-106, and J-217), or request air traffic control radar vectors through the area. Additionally, IFR pilots equipped with RNAV PBN capabilities could also navigate point to point using the existing fixes that will remain in place to support continued operations through the affected area, via Area Navigation Routes (Q-190, Q-186, and Q-476), or use Area Navigation Routes T-356 and T-455. Visual flight rules (VFR) pilots who elect to navigate via the airways through the affected area could also take advantage of the adjacent VOR Federal airways or ATC services listed previously.

The Proposal

The FAA is proposing an amendment to Jet Routes J-190 and J-584 and Very High Frequency Omnidirectional Range (VOR) Federal Airways V-170 and V-188 in the vicinity of Slate Run, Pennsylvania.

J-190: J-190 currently extends between Carleton, MI, VOR/DME, and Albany, NY, VORTAC. The segment within Canada is excluded. The FAA is proposing to revoke the segment between Carleton, MI, VOR/DME and Binghamton, NY, VOR/DME. As amended, J-190 would extend between Binghamton, NY, VOR/DME, and the Albany, NY, VORTAC.

J-584: J-584 currently extends between Northbrook, IL, VOR/DME, and Broadway, NJ, VOR/DME. The FAA is proposing to revoke the segment between the Carleton, MI, VOR/DME and Williamsport, PA, VOR/DME. As amended, J-584 would extend between Northbrook, IL, VOR/DME, and Carleton, MI, VOR/DME, and between Williamsport, PA, VOR/DME, and Broadway, NJ, VOR/DME.

V-170: V-170 currently extends between the Jamestown, ND, VOR/DME and the Sioux Falls, SD, VORTAC, between the Rochester, MN, VOR/DME and the Salem, MI, VORTAC, and between the Slate Run, PA, VORTAC and the intersection of the Andrews, MD 060° and Baltimore, MD, 165°

radials (POLLA Fix). The airspace within R-5802 is excluded when active.

The FAA is proposing to revoke the segment between Slate Run VORTAC and Selinsgrove, PA VOR/DME. As amended, V-170 would extend between the Jamestown, ND, VOR/DME and the Sioux Falls, SD, VORTAC, between the Rochester, MN, VOR/DME and the Salem, MI, VORTAC, and between the Selinsgrove, PA, VOR/DME and the intersection of the Andrews 060° and Baltimore, MD, 165° radials (POLLA Fix). The airspace within R-5802 is excluded when active.

V-188: V-188 currently extends between the Slate Run, PA, VORTAC and Groton, CT, VOR/DME. The FAA is proposing to revoke the segment between Slate Run VORTAC and Williamsport, PA, VOR/DME. As amended, V-188 would extend between the Williamsport VOR/DME and the Groton VOR/DME.

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 6010 Jet Routes.

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J-190 [Amended]

From Binghamton, NY; Rockdale, NY; to Albany, NY.

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J-584 [Amended]

From Northbrook, IL, via INT of Northbrook 094° and Carleton, MI, 270° radials; to Carleton; From Williamsport, PA; to Broadway, NJ.

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Paragraph 2004 VOR Federal Airways.

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V-170 [Amended]

From Jamestown, ND; Aberdeen, SD; to Sioux Falls, SD. From Rochester, MN; Nodine, MN; Dells, WI; INT Dells 097° and Badger, WI, 304° radials; Badger; INT Badger 121° and Pullman, MI, 282° radials; Pullman; to Salem, MI. From Selinsgrove, PA; Ravine, PA; INT Ravine 125° and Modena, PA, 318° radials; Modena; Dupont, DE; INT Dupont 223° and Andrews, MD, 060° radials; to INT Andrews 060° and Baltimore, MD, 165° radials. The airspace within R-5802 is excluded when active.

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V-188 [Amended]

From Williamsport, PA; Wilkes-Barre, PA; INT Wilkes-Barre 084° and Sparta, NJ, 300° radials; Sparta; INT Sparta 082° and Carmel, NY, 243° radials; Carmel; INT Carmel 078° and Groton, CT, 276° radials; to Groton.

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Issued in Washington, DC, on July 16, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–14552 Filed 7–17–26; 8:45 am]

BILLING CODE 4910–13–P