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(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

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Issued on July 28, 2026.

Victor Wicklund,

Director, Integrated Certificate Management Division, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-8291; Airspace Docket No. 25-ACE-4]

RIN 2120-AA66

Amendment of Jet Route J-24 and Very High Frequency Omnidirectional Range Federal Airways V-244, V-508 and Revocation of Very High Frequency Omnidirectional Range Federal Airway V-255 in the Vicinity of Hays, Kansas.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Jet Route J-24 and Very High Frequency Omnidirectional Range Federal (VOR) Airways V-244 and V-508 and revoke VOR Federal Airway V-255 in the vicinity of Hays, Kansas. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Hays, KS, 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 TACAN portion of this NAVAID will be retained.

DATES: Comments must be received on or before September 14, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2026-8291 and Airspace Docket No. 25-ACE-4 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.

* *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 Hays, KS, VORTAC 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 Hays VORTAC is planned for decommissioning, the co-located TACAN portion of the NAVAID 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 Hays VORTAC are Jet Route J-24 and VOR Federal Airways V-244, V-255, and V-508. The airspace fixes currently on each of the airways will be retained as conventional intersections or waypoints.

With the planned decommissioning of the Hays, KS, VOR, the remaining ground-based NAVAIDs in the area will not support the continuity of the above-mentioned air traffic service (ATS) routes. As such, proposed modifications to V-244 and V-508 would result in the ATS routes being shortened, a wider gap in J-24 route segments, and a revocation of V-255. To overcome the gaps created in the airways and enroute structures, pilots may circumnavigate the affected area via the use of adjacent VOR Federal Airways including V-4 and V-132 in the low altitude stratum, J-80, J-102, J-154 and J-197 in the high altitude stratum, or request air traffic control radar vectors through the area. Additionally, Instrument Flight Rules (IFR) pilots equipped with Area

Navigation (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-90, T-312 and T-431. 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 14 CFR part 71 to amend Jet Route J-24 and VOR Federal Airways V-244 and V-508 and revoke VOR Federal Airway V-255 in the vicinity of Hays, Kansas.

J-24: J-24 currently extends between the Myton, UT, VOR/DME and the Hays, KS, VORTAC, between the Salina, KS, VORTAC, and the Montebello, VA, VOR/DME. The FAA is proposing to revoke a portion that extends between the Hayden, CO, VOR/DME and the Hays VORTAC. As amended, J-24 would extend between the Myton VOR/DME and the Hayden VOR/DME, and between the Salina VORTAC and the Montebello VOR/DME.

V-244: V-244 currently extends between Oakland, CA, VOR/DME and the Salina, KS, VORTAC, excluding the airspace within Restricted Areas R-2531A and R-2531B when active. The FAA is proposing to revoke a portion that extends between Lamar, CO, VOR/DME and the Salina VORTAC. As amended, V-244 would extend between the Oakland VOR/DME and the Lamar VOR/DME, excluding the airspace within Restricted Areas R-2531A and R-2531B.

V-255: V-255 currently extends between Garden City, KS, VORTAC and the Hays, KS, VORTAC. The FAA is proposing to revoke this route in its entirety.

V-508: V-508 currently extends between the Hill City, KS, VORTAC and the intersection of the Topeka, KS, VORTAC 112° and the Kansas City, MO, VORTAC 228° radials. The FAA is proposing to revoke a portion that extends between the Hill City VORTAC and the Salina, KS, VORTAC. As amended, V-508 would extend between the Salina VORTAC and the intersection of the Topeka, KS, VORTAC 112° and the Kansas City, MO, VORTAC 228° radials.

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 2004 Jet Routes.

* * * * *

J-24 [Amended]

From Myton, UT, to Hayden, CO. From Salina, KS; Kansas City, MO; St. Louis, MO; Brickyard, IN; Falmouth, KY; Charleston, WV; to Montebello, VA.

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Paragraph 6010 VOR Federal Airways.

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V-244 [Amended]

From Oakland, CA; INT Oakland 077° and Linden, CA, 246° radials; Linden; 30 miles, 153 MSL, INT Linden 094° and Hangtown, CA, 157° radials; 58 miles, 153 MSL, INT Coaldale, CA, 267° and Friant, CA, 022° radials; 23 miles, 153 MSL, INT Coaldale 267° and Bishop, CA, 337° radials; 43 miles, 125 MSL, Coaldale, NV; Tonopah, NV; 40 miles, 115 MSL, Wilson Creek, NV; 28 miles, 115 MSL, Milford, UT; Hanksville, UT; 63 miles, 13 miles, 140 MSL, 36 miles, 115 MSL, Montrose, CO; Blue Mesa, CO; 33 miles, 122 MSL, 27 miles, 155 MSL, Pueblo, CO; 18 miles, 48 miles, 60 MSL to Lamar, CO. The airspace within R-2531A and R-2531B is excluded.

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V-255 [Removed]

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V-508 [Amended]

From Salina, KS; INT Salina 082° and Manhattan, KS, 207° radials; Manhattan; INT Manhattan 078° and Topeka, KS, 293° radials; Topeka; to INT Topeka 112° and Kansas City, MO, 228° radials.

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Issued in Washington, DC, on July 29, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026-15602 Filed 7-30-26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Office of the Secretary****14 CFR Part 399**

[Docket No. DOT-OST-2025-0831]

RIN 2105-AF37

Enhancing Flexibility of Air Fare Price Advertising

AGENCY: Office of the Secretary (OST), U.S. Department of Transportation (DOT).

ACTION: Proposed rule; extension of comment period.

SUMMARY: The U.S. Department of Transportation (Department or DOT) is extending the comment end date for interested persons to submit comments to its proposed rule on Enhancing Flexibility of Air Fare Price Advertising from July 31, 2026, to August 21, 2026.

DATES: The comment period for the proposed rule, which was published in the **Federal Register** on July 1, 2026, at 91 FR 39932, is extended to August 21, 2026.

ADDRESSES: You may file comments identified by the docket number DOT-OST-2025-0831 by any of the following methods:

- **Federal eRulemaking Portal:** go to <https://www.regulations.gov> and follow the online instructions for submitting comments.

- **Mail:** Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, 5th Floor, W58-213, Washington, DC 20590-0001.

- **Hand Delivery or Courier:** West Building 5th Floor, Room W58-213, 1200 New Jersey Avenue SE, between 9:00 a.m. and 5:00 p.m. ET, Monday through Friday, except Federal holidays. Commenters using this method of delivery should contact Docket Services at 202-366-9826 or 202-366-9317 before delivery to ensure staff is available to receive the delivery.

Instructions: You must include the agency name and docket number DOT-OST-2025-0831 or the Regulatory Identifier Number (RIN) for the rulemaking at the beginning of your comment. All comments received will be posted without change to <https://www.regulations.gov>, including any personal information provided.

Privacy Act: Anyone is able to search the electronic form of all comments received in any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.) For information on DOT's compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>.

Docket: For access to the docket to read background documents and comments received, go to <https://www.regulations.gov> or to the street address listed above. Follow the online instructions for accessing the docket.

FOR FURTHER INFORMATION CONTACT:

Robert Gorman, Kyle Joseph, or Blane A. Workie, Office of Aviation Consumer Protection, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, 202-366-9342; robert.gorman@dot.gov, kyle.joseph@dot.gov, or blane.workie@dot.gov (email).

SUPPLEMENTARY INFORMATION: On July 1, 2026, the Department published in the **Federal Register** a Notice of Proposed Rulemaking (NPRM) that proposed to amend its rule on air fare advertising to allow the total fare, including taxes and fees, to be displayed with the same prominence as any individual components. The Department also proposed eliminating a prescriptive advertising regulation stating that components of a fare may not be presented in the same or larger size as the total price. In addition, the Department proposed rescinding nine

air fare price advertising guidance documents as being outdated, unnecessary, or de facto regulations that were issued without adhering to the notice-and-comment procedures of the Administrative Procedure Act. The Department also solicited comment on whether to repeal its “full fare rule,” which requires the advertised price of passenger air transportation to be the entire price to be paid by the consumer (including taxes) for such air transportation. While the Department did not propose specific rule text for such a repeal, the Department noted that a provision of the Internal Revenue Code already establishes standards for the display of taxes in advertisements for air transportation. The NPRM provided for a comment period of 30 days after publication of the NPRM in the **Federal Register**, i.e., July 31, 2026.

On July 20, 2026, Airlines for America (A4A) filed a request to extend the public comment period on the NPRM for an additional 21 days. A4A contends that the NPRM raises many complex issues related to price advertising, including issues of Constitutional law and the interplay between the authorities of the Department and other agencies. A4A stated that the requested extension aligns with the Department's regulations which indicate that a comment period of 60 or more days be reserved for significant rulemakings as defined in Executive Order 12866. A4A also noted that it has not had the opportunity to review the Department's Regulatory Impact Analysis (RIA) because it had not been posted to the docket.

On July 22, 2026, Southwest Airlines (Southwest) also filed a request to extend the comment period by 21 days. Southwest emphasized that the Department requested comment on two very substantial potential changes to price advertising—recission of nine impactful guidance documents and repeal of full fare advertising rule. Southwest indicated that it believes that the repeal of the full fare rule 14 years after it has gone into effect would be extremely disruptive and preliminarily opposes the recission of the nine guidance documents, but notes that additional time is necessary for the carrier to study the impact of each guidance document.

On July 28, 2026, the Travel Technology Association (Travel Tech) filed a request to extend the comment period by 30 days. Travel Tech argues that the NPRM requires careful review because it seeks comment on a range of potentially significant changes to the current regulatory framework, including repeal of the full fare rule and rescission