DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–0859; Airspace Docket No. 25–AAL–161]

RIN 2120–AA66

Amendment of United States Area Navigation Route T–373 in the Vicinity of King Salmon, Alaska

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends United States Area Navigation Route (RNAV) T–373 in the vicinity of King Salmon, Alaska. The FAA is taking this action to increase the route structure connectivity in Alaska.

DATES: Effective date 0901 UTC, October 29, 2026. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 71, subject to the annual revision of FAA Order JO 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of the notice of proposed rulemaking (NPRM), all comments received, 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 7400.11K, 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 20597; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Steven Roff, Rules and Regulations Group, Office of Policy, 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 modifies the Air Traffic Services (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

History

The FAA published an NPRM for Docket No. FAA–2026–0859 in the **Federal Register** (91 FR 3698; January 28, 2026), proposing to amend RNAV Route T–373 in the vicinity of King Salmon, Alaska. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Incorporation by Reference

RNAV Routes are published in paragraph 6011 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 7400.11K, dated August 4, 2025, and effective September 15, 2025. These amendments will 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 Rule

The FAA is amending 14 CFR part 71 by modifying RNAV Route T–373 in the vicinity of King Salmon, Alaska.

T–373: Prior to this final rule, T–373 extended between the Kowok, AK, Fix and the Werel, AK, waypoint (WP). The FAA is extending the airway to the King Salmon, AK, Very High Frequency Omnidirectional Range Tactical Air Navigation (VORTAC). As amended, T–373 extends between the King Salmon VORTAC and the Werel WP.

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 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 amendments are routine and the expected impact to operators is de minimis, the FAA certifies 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 of amending RNAV Route T–373 qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321, *et seq.*) and FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures,* paragraph B–2.5(a) which categorically excludes from further environmental impact review rulemaking actions that designate or modify classes of airspace areas, airways, routes, and reporting points (see 14 CFR part 71, Designation of Class A, B, C, D, and E Airspace Areas; Air Traffic Service Routes; and Reporting Points); and paragraph B–2.5(i), which categorically excludes from further environmental impact review the establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. As such, this action is not expected to result in any potentially significant environmental impacts. Additionally, in accordance with Appendix B, paragraph B–1 of FAA Order 1050.1G, the FAA has determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment or environmental impact statement.

List 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 FAA Order JO 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

Paragraph 6011 United States Area Navigation Routes

* * * * *

T–373 King Salmon, AK (AKN) to WEREL, AK [Amended]

King Salmon, AK (AKN)	VORTAC	(Lat. 58°43′28.97″ N, long. 156°45′08.45‘‘ W)
RAGES, AK	FIX	(Lat. 59°21′43.36″ N, long. 158°12′22.14″ W)
ZUDSO, AK	WP	(Lat. 59°48′13.53″ N, long. 158°57′43.10″ W)
MAYHW, AK	WP	(Lat. 59°48′11.94″ N, long. 159°16′08.97″ W)
FEXOP, AK	WP	(Lat. 60°15′14.46″ N, long. 160°07′38.69″ W)
Bethel, AK (BET)	VORTAC	(Lat. 60°47′05.41″ N, long. 161°49′27.59″ W)
WEREL, AK	WP	(Lat. 62°38′29.25″ N, long. 160°11′07.20″ W)

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

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026–16249 Filed 8–7–26; 8:45 am]

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RAILROAD RETIREMENT BOARD

20 CFR Parts 220 and 230

RIN 3220–AB82

Determining Disability

AGENCY: Railroad Retirement Board.

ACTION: Final rule.

SUMMARY: The Railroad Retirement Board amends its regulations to update the amount of monthly allowable earnings for a disability annuitant to reflect the formula in section 2(e)(4) of the Railroad Retirement Act. The existing regulation is no longer consistent with the statutory formula in the Railroad Retirement Act for the maximum monthly allowable earnings for a disability annuitant and is therefore facially unlawful.

DATES: This rule is effective September 9, 2026.

FOR FURTHER INFORMATION CONTACT: Peter J. Orlowicz, Senior Counsel, Railroad Retirement Board, 844 North Rush Street, Chicago, IL 60611–1275, (312) 751–4922.

SUPPLEMENTARY INFORMATION: Section 2(e)(4) of the Railroad Retirement Act imposes limits on the amount of earnings from employment or self-employment that an individual who is under retirement age can earn while also receiving a disability annuity under the Railroad Retirement Act. 45 U.S.C. 231a(e)(4). If an individual earns more than the monthly or annual allowable earnings limits in a given month or year, annuities payable to that individual must be withheld or deducted. Prior to 2007, these limits were fixed at $400 per month and $4800 per year. *See* 45 U.S.C. 231a(e)(4) (2005).

The Railroad Retirement Disability Earnings Act, Public Law 109–478, 120 Stat. 3573 (Jan. 12, 2007) amended section 2(e)(4) of the Railroad Retirement Act to raise the disability earning thresholds and index them to increases in the national average wage index. The monthly allowable earnings amount for calendar year 2007 was raised to $700, and for each year after 2007 the amount was calculated as the larger of (1) the amount for the previous year or (2) the amount calculated by multiplying $700 by the ratio of the national average wage index for the year two calendar years before the year for which the amount was being calculated to the national average wage index for the year 2005. The annual allowable earnings limit was calculated as the total amount of monthly allowable earnings for each month in that calendar year. For calendar year 2026, under this statutory calculation the monthly allowable earnings limit is $1,320 per month and the annual allowable earnings limit is $15,840. Although the Board implemented this statutory formula in policy and practice to apply the higher monthly disability earnings limits for 2007 and later years, including posting an annual notice on its website and notifying disability annuitants by letter of the applicable limits, the regulation at 20 CFR part 220 Subpart M was not updated to reflect these statutory amendments. The pre-2007 statutory language was also reproduced in regulations at 20 CFR 230.1.

The Board also finds it necessary to note a discrepancy between the statutory definition of the annual allowable earnings amount in section 2(e)(4) of the Railroad Retirement Act, and in 20 CFR Part 220 Subpart M and the Board's annual notices regarding the annual allowable earnings amount. Section 2(e)(4) of the Railroad Retirement Act defines the annual allowable earnings amount to be the total amount of monthly allowable earnings for each month in the calendar year. However, if an individual exceeds the annual allowable earnings amount by less than one-half of the amount of a single monthly allowable earnings amount, the fifth and sixth sentences of section 2(e)(4) of the Railroad Retirement Act direct that no deduction is made. In effect, an individual can earn up to twelve and one-half times the monthly allowable earnings amount over the course of a calendar year before any deduction is made at the end of the year. As a result, in its regulations and notices, the Board has historically included this additional one-half of the monthly allowable earnings limit in its reporting of the annual allowable earnings amount to aid annuitants in understanding the actual dollar threshold at which annuity deductions are made. For calendar year 2026, this resulted in a reported annual allowable earnings limit of $16,500 instead of $15,840. Nevertheless, this inclusion is not strictly consistent with the statutory definition of the annual allowable earnings amount, and the Board will correct the amount for calendar year 2027 and future years in all notices and correspondence after the effective date of this direct final rule.

As part of its review of regulations directed by Executive Order 14219, Ensuring Lawful Governance and Implementing the President's ''Department of Government Efficiency'' Deregulatory Initiative (Feb. 19, 2025), the Board identified these provisions purporting to set monthly and annual allowable earnings limits for disability annuitants as facially unlawful and in conflict with the statutory criteria in