

aircraft descending below 1,500 feet above the surface and departing IFR aircraft until reaching 1,200 feet above the surface.

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 5000 Class D Airspace.

* * * * *

ANM OR D Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from the surface to and including 5,600 feet MSL within a 5.6-mile radius of the airport and that airspace 3.9 miles east and 3.2 miles west of the airport’s 194° bearing extending to 5.6 miles south. 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 a Surface Area.

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ANM OR E2 Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from the surface to and including 5,600 feet MSL within a 5.6-mile radius of the airport and that airspace 3.9 miles east and 3.2 miles west of the airport’s 194° bearing extending to 5.6 miles south. 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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Paragraph 6004 Class E Airspace Areas Designated as an Extension to Class D or Class E Surface Area.

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ANM OR E4 Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from the surface within 1.2 miles northeast and 1.9 miles southwest of the airport’s 121° bearing extending from its 5.6-mile radius to 8.6 miles southeast of the airport.

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

* * * * *

ANM OR E5 Redmond, OR [Amended]

Roberts Field/Redmond Municipal Airport, OR

(Lat. 44°15′15″ N, long. 121°09′00″ W)

That airspace extending upward from 700 feet above the surface within an area 5.8 miles east and 5.4 miles west of the airport’s 017° bearing extending to 5.6 miles north, within 0.4 miles north and 6.4 miles south of the airport’s 107° bearing extending to 13.2 miles east, and within 0.4 miles north and

6.4 miles south of the airport’s 287° bearing extending to 7.6 miles west.

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Issued in Des Moines, Washington, on September 10, 2026.

B.G. Chew,

Group Manager, Operations Support Group, Western Service Center.

[FR Doc. 2026–18804 Filed 9–14–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–11287; Airspace Docket No. 26–ANM–4]

RIN 2120–AA66

Establishment of United States Area Navigation Route T–337 and Amendment of Very High Frequency Omnidirectional Range Federal Airways V–101 and V–484 Near Twin Falls, ID

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish United States Area Navigation (RNAV) route T–337 and amend Very High Frequency (VHF) Omnidirectional Range (VOR) federal airways V–101 and V–484 near Twin Falls, ID. The FAA is proposing this action due to the pending decommissioning of the Hailey, ID, Nondirectional Radio Beacon (NDB)/Distance Measuring Equipment (DME).

DATES: Comments must be received on or before October 30, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2026–11287 and Airspace Docket No. 26–ANM–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 20590–0001.

* *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 7400.11M, 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

United States RNAV Routes are published in paragraph 6011 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 7400.11M, dated July 30, 2026, and effective September 15, 2026. These updates would be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11M, 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

Hailey, ID, NDB/DME (HLE) is scheduled to be decommissioned on April 15, 2027. Due to maintenance issues, HLE has been out of service since January 2023. Historically utilized by Friedman Memorial Airport (KSUN) for backup departure procedures, HLE saw minimal operational use, a decline driven largely by the availability of alternative departure routes, even prior to its scheduled decommission. The loss of this Navigational Aid (NAVAID) will affect VOR federal airways V–101 between the Burley, ID, VOR/DME and the SOLDE, ID, Fix and V–484 between HLE and the JEROT, ID, Fix. The establishment of RNAV Route T–337 is proposed as a mitigation to the affected segments of V–484 as the new RNAV route would overlay the segment of V–484 proposed to be revoked. Nearby V–444 would mitigate the loss of the impacted segment of V–101.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to establish RNAV route T–337 and amend VOR federal airways V–101 and V–484 near Twin Falls, ID.

T–337: T–337 is proposed as a new RNAV route that would extend between the Twin Falls, ID, VOR/Tactical Air Navigation (VORTAC) and the ENDBE, ID, Waypoint (WP). The waypoint ENDBE is a new waypoint that would be established in place of the Hailey NDB/DME.

V–101: V–101 currently extends between the Gill, CO, VOR/DME and the intersection of the Pocatello, ID, VOR/DME 286 and the Twin Falls VORTAC 355 radials. The FAA is proposing to revoke the segment that extends between the intersection of the Burley, ID, VOR/DME 344 and the Pocatello VOR/DME 286 radials and the intersection of the Pocatello, ID, VOR/DME 286 and the Twin Falls VORTAC 355 radials. As amended, V–101 would extend between the Gill VOR/DME and the Burley VOR/DME.

V–484: V–484 currently extends between the Hailey, ID, NDB and the Alamosa, CO, VORTAC. The FAA is proposing to revoke the segment that extends between the Hailey NDB and the intersection of the Twin Falls VORTAC 007 and Burley VOR/DME 323 radials. As amended, V–484 would extend between the intersection of the Twin Falls VORTAC 007 and the Burley VOR/DME 293 radials and the Alamosa 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 Procedures” (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:

T-337 Twin Falls, ID (TWF) to ENDBE, ID [New]		
TWIN FALLS, ID (TWF)	VORTAC	(Lat. 42°28'47.46" N, long. 114°2'22.05" W)
TOXEE, ID	FIX	(Lat. 42°41'41.81" N, long. 114°27'13.10" W)
JEROT, ID	FIX	(Lat. 42°45'03.67" N, long. 114°26'39.41" W)
KINZE, ID	FIX	(Lat. 43°04'51.80" N, long. 114°23'19.23" W)
PRESN, ID	FIX	(Lat. 43°12'23.15" N, long. 114°18'54.14" W)
ENDBE, ID	WPM	(Lat. 43°19'47.20" N, long. 114°14'37.28" W)

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Paragraph 6010 VOR Federal Airways.

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V-101 [Amended]

From Gill, CO, via Hayden, CO; Vernal, UT; 25 miles, 25 miles 120 MSL, 22 miles 145 MSL, 20 miles 125 MSL, Wasatch, UT; Ogden, UT; 61 miles, 26 miles, 109 MSL; to Burley, ID.

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V-484 [Amended]

From INT Twin Falls, ID, 007°; Burley, ID, 293° radials; Twin Falls, 49 miles, 34 miles 114 MSL, Wasatch, UT; 25 miles, 31 miles, 125 MSL, Myton, UT; 14 miles, 79 MSL, 33 miles, 100 MSL, Grand Junction, CO; Blue Mesa, CO; INT Blue Mesa 110° and Alamosa, CO, 339° radials; to Alamosa.

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Issued in Washington, DC, on September 11, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

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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 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is established as follows:

Paragraph 6011 United States Area Navigation Routes.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2026-11422; Airspace Docket No. 26-ANE-6]

RIN 2120-AA66

Amendment of Class E Airspace Over Pittsfield, ME

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend E airspace over Pittsfield, ME. This action would modify the dimensions of the Pittsfield, ME Class E5 airspace to appropriately contain Instrument Flight Rules (IFR) operations at the Pittsfield Municipal Airport. This action would also update the geographic coordinates of the airport in the Pittsfield, ME Class E5 airspace legal description. This action would also remove the decommissioned Burnham Non-Directional Beacon (NDB) from the airspace legal description. This action would also remove the exclusion for adjacent Class E5 airspace from the airspace legal description.

DATES: Comments must be received on or before October 30, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA-2026-11422 and Airspace Docket No. 26-ANE-6 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: 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 for 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 for Federal holidays.

FAA Order JO 7400.11M Airspace Designations and Reporting Points and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the