

155 B1, SA 365 N, and SA 365 N1 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)
Code 5412, Nacelle/pylon, bulkhead/firewall.

(e) Unsafe Condition

This AD was prompted by gaps between the seals and engine cowling, which were found during an investigation related to an engine compartment fire. The FAA is issuing this AD to prevent fire propagation between engine compartments and the reduced effectiveness of the extinguishing agent due to inadequate sealing of the engine compartment firewalls. The unsafe condition, if not addressed, could allow fire propagation from one engine compartment to another and reduce the effectiveness of the extinguishing agent in the event of an engine fire, which could result in loss of control of the helicopter.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2026–0056, dated March 16, 2026 (EASA AD 2026–0056).

(h) Exceptions to EASA AD 2026–0056

(1) Where EASA AD 2026–0056 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2026–0056 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where the material referenced in EASA AD 2026–0056 specifies “check”, this AD requires replacing that text with “inspect”.

(4) This AD does not adopt the “Remarks” section of EASA AD 2026–0056.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2026–0056 specifies to submit certain information to the manufacturer, this AD does not require that action.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD and email to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Evan Weaver, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (316) 944–8910; email: evan.p.weaver@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this material as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2026–0056, dated March 16, 2026.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: easa.europa.eu. You may find this EASA AD on the EASA website at ad.easa.europa.eu.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 10101 Hillwood Parkway, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222–5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit www.archives.gov/federal-register/cfr/ibr-locations or email fr.inspection@nara.gov.

Issued on September 23, 2026.

Steven W. Thompson,

Acting Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2026–19729 Filed 9–25–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2333; Airspace Docket No. 24–AAL–111]

RIN 2120–AA66

Establishment, Modification, and Revocation of Class E Airspace; Alaska, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Supplemental notice of proposed rulemaking (SNPRM).

SUMMARY: This action supplements a notice of proposed rulemaking (NPRM) published by the FAA in the **Federal Register** on June 17, 2025, which proposed to establish Class E domestic en route airspace (Class E6) within a designated landmass and within 12

miles from a designated shoreline associated with the state of Alaska to facilitate the vectoring of instrument flight rules (IFR) aircraft on direct routes where the current en route structure is insufficient or improper within the proposed airspace areas. As revised in this SNPRM, the FAA now proposes to establish five discrete areas of Class E domestic en route airspace over the state. Due to redundancy, the NPRM also proposed to remove two Class E6 airspace areas and modify 101 Class E airspace areas extending upward from at least 700 feet or more above the surface of the earth (Class E5) to remove any portion extending upward from 1,200 feet above the surface. This SNPRM continues to propose these actions, but also now proposes to remove two Class E airspace areas extending upward from 1,200 feet above the surface, revoke a duplicate Class E5 airspace legal description, and redefine airspace areas from a “Point of Origin” instead of using their respective airport reference points. Finally, both the NPRM and this SNPRM propose administrative amendments to the legal descriptions of 101 Class E5 airspace areas that would correct or update nomenclature as needed. This action would support IFR operations while enhancing the safety and management of aircraft operations within the National Airspace System (NAS).

DATES: Comments must be received on or before November 12, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2024–2333 and Airspace Docket No. 24–AAL–111 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, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT:

Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-3460.

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 establish, modify, and revoke Class E airspace to support IFR operations in the state of Alaska.

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 Northwest Mountain Regional Office of the Federal Aviation Administration, Air Traffic Organization, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198.

Incorporation by Reference

Class E5 and E6 airspace areas are published in paragraphs 6005 and 6006, respectively, 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

A variety of Class E airspace areas exist over the state of Alaska today. Class E airspace overlies the entirety of the state (and within 12 miles from the shoreline) beginning at 14,500 feet mean

sea level (MSL) (excluding the Alaska Peninsula west of longitude 160°00'00" W, and the airspace below 1,500 feet above the surface of the earth when in mountainous terrain greater than 14,500 feet MSL. Additionally, 101 unique areas of Class E5 airspace with diameters as great as 150 miles, along with two Class E5 airspace areas extending upward from 1,200 feet above the surface, cover a majority of the state. Furthermore, the state has two Class E6 domestic enroute airspace areas adjacent to the U.S./Canadian border that also extend upward from 1,200 feet above the surface: one along the northeast boundary of the state and the other along the southeast boundary of the state. The combined 105 Class E airspace areas create confusion with overly complicated charting, congested airspace, and unnecessary redundancy within the NAS.

The FAA previously published an NPRM for Docket No. FAA-2024-2333 in the **Federal Register** (89 FR 88182; November 7, 2024), proposing to modify the Class E6 airspace in the state of Alaska. That proposal was withdrawn on November 18, 2024, to allow the FAA time to provide additional supporting information (89 FR 92871). Later, the FAA published another NPRM for Docket No. FAA-2024-2333 in the **Federal Register** (90 FR 25523; June 17, 2025), proposing to establish, modify, and revoke Class E airspace over the state of Alaska. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Three comments were received.

One comment identified a typographical error that has been corrected in this SNPRM. The other two comments were sent by civilian aviation associations and expressed concerns such as a "detriment to safety" if Class G (uncontrolled) airspace were to be eliminated below 14,500 feet MSL due to a lack of defined mountainous and non-mountainous areas, higher minimum en route altitudes (MEA), inadequate communication and/or surveillance coverage, a lack of flexibility for general aviation, a higher probability of encountering inclement weather such as icing, and an increased chance of contact with the surface caused by additional cloud clearance requirements. Suggestions for proposal modifications included maintaining areas within the State of Alaska in which Class G airspace extends up to 14,499 feet MSL, issuing more waivers to required infrastructure to allow for reduced minimum en route altitudes (MEA), or improvements to infrastructure to address

communication and surveillance gaps that could result in lower, more widely used MEAs that would promote IFR operations in the aforementioned areas of concern.

The FAA acknowledges the concerns from the two pilot associations and has modified the proposed airspace action within this SNPRM in a way that would preserve Class G airspace below 4,000 feet above ground level (AGL) in four areas that currently contain Class G airspace extending to 14,499 feet MSL.

Additionally, after publication of the NPRM, the FAA discovered discrepancies between the geographic coordinates for airport reference points as legally defined within the most recent final rules designating the airspace and the coordinates reported by the National Airspace System Resource (NASR). To mitigate current and future discrepancies and permit seamless integration into aeronautical charting and the NAS, the proposal as revised in this SNPRM uses a "Point of Origin" and geographic coordinates matching the NASR in place of the airport name for all airports affected by this action. The proposal similarly substitutes a "Point in Space" for references such as navigational aids (NAVAID) using matching geographic coordinates, as further described within this SNPRM.

The goal of this SNPRM remains the same as previous proposals, which is to simplify and minimize the controlled airspace coverage over the state of Alaska by proposing to establish five Class E6 airspace areas providing the same containment as the 105 Class E5 airspace areas extending upward from 1,200 feet that they would replace.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 that would modify the Class E airspace over the state of Alaska by establishing five new Class E6 domestic en route airspace areas; revoking two Class E6 airspace areas, one Class E5 airspace area extending upward from 700 feet above the surface, and two Class E5 airspace areas extending upward from 1,200 feet above the surface; and modify 101 Class E5 airspace areas extending upward from 700 feet above the surface.

Class E6 airspace is intended for en route operations and Class E5 airspace is intended for aircraft transitioning to/from terminal or en route environments. The FAA intends to simplify the NAS by establishing a singular, statewide Class E6 airspace area over Alaska. A statewide Class E6 airspace area would better meet the needs of aviators and air traffic control by more appropriately containing aircraft operating on area

navigation (RNAV) or direct routes while simultaneously increasing clearance-from-cloud requirements for aircraft operating under visual flight rules.

The establishment of a statewide Class E6 airspace area would create redundancy with existing Class E airspace areas over Alaska. To reduce redundancy, clutter, and confusion amongst the flying public, air traffic control, and aeronautical charting, the existing "Northeast Alaska" and "Southeast Alaska" Class E6 airspace areas would be removed. Furthermore, the Class E5 airspace areas extending upward from 1,200 feet above the surface at Umiat, AK, and Yukon-Kuskokwim Delta, AK, would no longer be needed and would be removed. Finally, the 101 existing Class E5 airspace areas would be modified to remove those portions extending upward from 1,200 feet above the surface that become redundant as a result of the new areas of Class E6 airspace proposed within this SNPRM.

To resolve concerns about preserving Class G airspace expressed in the comments by two civilian aviation groups, the FAA is revising the proposal from the NPRM. In this SNPRM, the FAA is now proposing to establish four Class E6 airspace areas that would extend upward from 4,000 feet above the surface (instead of the standard 1,200 feet) to preserve Class G airspace within certain areas that currently lack Class E airspace extending upward from 1,200 feet above the surface. The four areas of Class E6 airspace under this revised proposal would be referred to as the "Northeast High Class E6" airspace, the "Southeast High Class E6" airspace, the "South High Class E6" airspace, and the "Northwest High Class E6" airspace.

The landlocked "Northeast High Class E6" airspace would share a border with the 141° west longitude on the U.S./Canadian border in the northeast portion of the state and would be approximately 50x200 miles in size. The "Southeast High Class E6" would be positioned along the shoreline near the U.S./Canadian border in the southeast portion of the state and would be approximately 110x170 miles in size. The landlocked "South High Class E6" would be centrally located in the southern portion of the state and would be sized at approximately 70x200 miles. The landlocked "Northwest High Class E6" would surround the intersection of the T246, T252, and T277 routes in the northwest corner of the state and would be sized at approximately 125x160 miles.

In compliance with 14 CFR 71.71 and FAA Order JO 7400.2R, Sec. 18–2–1, all

Class E6 areas proposed within this SNPRM exclude the following areas: (1) that airspace 14,500 feet or more MSL when less than 1,500 feet above the surface; (2) that airspace over the Alaskan Peninsula west of longitude 160°00'00" W; (3) regulatory special use airspace (prohibited and/or restricted areas, when active); and any airspace beyond 12 miles from Alaska's shorelines.

Moreover, the FAA is proposing to update 101 Class E5 legal description text headers by substituting a "Point of Origin" to be used in place of the airport as the primary reference point for the legal descriptions within this SNPRM. The "Point of Origin" would use the geographic coordinates associated with the respective airport's most recent rulemaking action as published in the **Federal Register**, as they are the center points of existing airspace. Using a "Point of Origin" would preserve the current lateral boundaries of the Class E5 airspace areas within this SNPRM (excluding Aniak, AK, Koyuk, AK, Talkeetna, AK, and Valdez, AK), even if geographic coordinates for the airport are adjusted in the NASR over time. Any reference to NAVAIDs or other entities that create design constraints or are no longer needed due to irrelevance or decommissioning, would be removed and/or replaced with a "Point in Space" to contribute to preserving the lateral boundaries of the affected airspace.

The legal descriptions for all aforementioned 101 Class E5 airspace areas extending upwards from 700 feet above the surface would be modified to: (1) remove the portion of Class E5 airspace extending upward from 1,200 feet above the surface, and (2) substitute a "Point of Origin" for the airport reference point.

Other proposed modifications are as follows:

The legal descriptions for the following Class E5 airspace areas would be modified to update or correct the airport name associated with the airspace: Anchorage, AK, Ted Stevens Anchorage International Airport; Anvik, AK, Anvik Airport; Arctic Village, AK, Arctic Village Airport; Barter Island, AK, Barter Island Airport; Buckland, AK, Buckland Airport; Kenai, AK, Kenai Municipal Airport; Kiana, AK, Bob Baker Memorial Airport; Cordova, AK, Merle K (Mudhole) Smith Airport; Deadhorse, AK, Badami Airport; Kivalina, AK, Kivalina Airport; Kwethluk, AK, Kwethluk Airport; Mc Grath, AK, Mc Grath Airport; New Stuyahok, AK, New Stuyahok Airport; Nuiqsut, AK, OTP Heliport; Point Lay, AK, Point Lay LRRS Airport; Port Clarence, AK, Port Clarence CGS;

Prospect Creek, AK, Prospect Creek Airport; Red Dog, AK, Red Dog Airport; Ruby, AK, Ruby Airport; Russian Mission, AK, Russian Mission Airport; Selawik, AK, Selawik Airport; Shageluk, AK, Shageluk Airport; Soldotna, AK, Soldotna Airport; Utqiagvik, AK, Wiley Post-Will Rogers Memorial Airport; and Venetie, AK, Venetie Airport.

The legal descriptions for the following Class E5 airspace areas would be modified to update or correct the city name associated with the airspace: Fairbanks AK, Fairbanks International Airport; Koyuk, AK, Koyuk Alfred Adams Airport; Mc Grath, AK, Mc Grath Airport; Tok, AK, Tok Junction Airport; and Utqiagvik, AK, Wiley Post-Will Rogers Memorial Airport.

The legal descriptions for the following Class E5 airspace areas would be modified to remove unnecessary or unsuitable (due to decommissioning) references to NAVAIDs and replace them with a "Point in Space": Ambler, AK, Ambler Airport; Dillingham, AK, Dillingham Airport; Emmonak, AK, Emmonak Airport; Fairbanks, AK, Fairbanks International Airport; Gambell, AK, Gambell Airport; Homer, AK, Homer Airport; Iliamna, AK, Iliamna Airport; Middleton Island, AK, Middleton Island Airport; Point Hope, AK, Point Hope Airport; Port Heiden, AK, Port Heiden Airport; Shishmaref, AK, Shishmaref Airport; and Talkeetna, AK, Talkeetna Airport.

The following Class E5 airspace areas would be amended to remove references to NAVAIDs without substituting a "Point in Space": Anchorage, AK, Ted Stevens Anchorage International Airport; Aniak, AK, Aniak Airport; Fort Yukon, AK, Fort Yukon Airport; Koyuk, AK, Koyuk Alfred Adams Airport; Nome, AK, Nome Airport; Valdez, AK, Valdez Pioneer Field; and Yakutat, AK, Yakutat Airport.

The lateral boundaries of the airspace at Aniak, AK, Aniak Airport, Koyuk, AK, Koyuk Alfred Adams Airport, Talkeetna, AK, Talkeetna Airport, and Valdez, AK, Valdez Pioneer Field, would be modified a negligible amount (no more than 700 feet on any side) to eliminate their legal descriptions' reliance on NAVAID(s) and conform to a more standardized and simplified configuration while maintaining procedure containment. The Class E5 airspace at Port Heiden, AK, Port Heiden Airport, and Unalakleet, AK, Unalakleet Airport, would be modified to add exclusionary language omitting any airspace beyond 12 nautical miles from the shoreline. Finally, the legal description for Manokotak/New Airport, Manokotak, AK, is a duplication of the

airspace at Manokotak Airport, Manokotak, AK, and would be removed.

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 this is a routine matter that will only affect air traffic procedures and air navigation, 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 7400.11M, *Airspace Designations and Reporting Points*, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

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

* * * * *

AAL AK E5 Akhiok, AK [Amended]

Akhiok Airport, AK
(Lat. 56°56'19" N, long. 154°10'57" W)

Point of Origin
(Lat. 56°56'19" N, long. 154°10'57" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Allakaket, AK [Amended]

Allakaket Airport, AK
(Lat. 66°33'07" N, long. 152°37'20" W)

Point of Origin
(Lat. 66°33'07" N, long. 152°37'20" W)

That airspace extending upward from 700 feet above the surface within an 8.6-mile radius of the Point of Origin.

AAL AK E5 Ambler, AK [Amended]

Ambler Airport, AK
(Lat. 67°06'22" N, long. 157°51'26" W)

Point of Origin
(Lat. 67°06'23" N, long. 157°51'27" W)

Point in Space
(Lat. 67°06'24" N, long. 157°51'29" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin and within 3.5 miles either side of the Point in Space's 193° bearing extending to 7.2 miles southwest of the Point of Origin.

AAL AK E5 Anaktuvuk Pass, AK [Amended]

Anaktuvuk Pass Airport, AK
(Lat. 68°08'01" N, long. 151°44'36" W)

Point of Origin
(Lat. 68°08'01" N, long. 151°44'36" W)

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Point of Origin, within 1 mile west and 1.2 miles east of the Point of Origin's 022° bearing extending from its 4-mile radius to 23.7 miles north of the Point of Origin, within 2.4 miles west and 1.8 miles east of the Point of Origin's 038° bearing extending to 13 miles northeast of the Point of Origin, and within 1 mile either side of the Point of Origin's 233° bearing extending to 4.5 miles southwest of the Point of Origin.

AAL AK E5 Anchorage, AK [Amended]

Ted Stevens Anchorage International Airport, AK
(Lat. 61°10'27" N, long. 149°59'53" W)

Point of Origin
(Lat. 61°10'36" N, long. 149°58'59" W)

That airspace extending upward from 700 feet above the surface within a 15.7-mile radius of the Point of Origin.

AAL AK E5 Aniak, AK [Amended]

Aniak Airport, AK
(Lat. 61°34'53" N, long. 159°32'43" W)

Point of Origin
(Lat. 61°34'54" N, long. 159°32'35" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point of Origin, within 2.3 miles

northeast and 2.7 miles southwest of the Point of Origin's 113° bearing extending to 14.7 miles east of the Point of Origin, within 4.7 miles north and 7.3 miles south of the Point of Origin's 265° bearing extending from 1.5 west of the Point of Origin to 17.5 miles west of the Point of Origin, and within 4 miles either side of the Point of Origin's 301° bearing extending to 14.8 miles northwest of the Point of Origin.

AAL AK E5 Anvik, AK [Amended]

Anvik Airport, AK
(Lat. 62°38'50" N, long. 160°11'24" W)
Point of Origin
(Lat. 62°38'48" N, long. 160°11'26" W)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Point of Origin.

AAL AK E5 Arctic Village, AK [Amended]

Arctic Village Airport, AK
(Lat. 68°06'53" N, long. 145°34'46" W)
Point of Origin
(Lat. 68°06'53" N, long. 145°34'46" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin and within 3 miles either side of the Point of Origin's 040° bearing extending to 14.8 miles north of the Point of Origin.

AAL AK E5 Atkasuk, AK [Amended]

Atkasuk Edward Burnell Sr. Memorial Airport, AK
(Lat. 70°28'02" N, long. 157°26'08" W)
Point of Origin
(Lat. 70°28'02" N, long. 157°26'08" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin.

AAL AK E5 Barter Island, AK [Amended]

Barter Island Airport, AK
(Lat. 70°06'47" N, long. 143°39'13" W)
Point of Origin
(Lat. 70°06'47" N, long. 143°39'13" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin.

AAL AK E5 Bettles, AK [Amended]

Bettles Airport, AK
(Lat. 66°54'50" N, long. 151°31'45" W)
Point of Origin
(Lat. 66°54'50" N, long. 151°31'44" W)

That airspace extending upward from 700 feet above the surface within an 8.2-mile radius of the Point of Origin, and within 3.9 miles either side of the Point of Origin's 212° bearing extending to 11.3 miles southwest of the Point of Origin.

AAL AK E5 Buckland, AK [Amended]

Buckland Airport, AK
(Lat. 65°58'54" N, long. 161°08'57" W)
Point of Origin
(Lat. 65°58'54" N, long. 161°08'57" W)

That airspace extending upward from 700 feet above the surface within a 12.4-mile radius of the Point of Origin.

AAL AK E5 Cape Lisburne, AK [Amended]

Cape Lisburne LRRS, AK
(Lat. 68°52'30" N, long. 166°06'40" W)
Point of Origin

(Lat. 68°52'31" N, long. 166°06'36" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin.

AAL AK E5 Cape Newenham, AK [Amended]

Cape Newenham LRRS, AK
(Lat. 58°38'53" N, long. 162°03'50" W)
Point of Origin
(Lat. 58°38'47" N, long. 162°03'46" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin.

AAL AK E5 Cape Romanzof, AK [Amended]

Cape Romanzof LRRS, AK
(Lat. 61°46'52" N, long. 166°02'22" W)
Point of Origin
(Lat. 61°46'49" N, long. 166°02'19" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin.

AAL AK E5 Chalkyitsik, AK [Amended]

Chalkyitsik Airport, AK
(Lat. 66°38'42" N, long. 143°44'24" W)
Point of Origin
(Lat. 66°38'42" N, long. 143°44'24" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin.

AAL AK E5 Chevak, AK [Amended]

Chevak Airport, AK
(Lat. 61°32'27" N, long. 165°36'03" W)
Point of Origin
(Lat. 61°32'27" N, long. 165°36'03" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin.

AAL AK E5 Chignik, AK [Amended]

Chignik Airport, AK
(Lat. 56°18'41" N, long. 158°22'24" W)
Point of Origin
(Lat. 56°18'41" N, long. 158°22'24" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Clarks Point, AK [Amended]

Clarks Point Airport, AK
(Lat. 58°50'01" N, long. 158°31'46" W)
Point of Origin
(Lat. 58°50'01" N, long. 158°31'46" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Cordova, AK [Amended]

Merle K (Mudhole) Smith Airport, AK
(Lat. 60°29'30" N, long. 145°28'39" W)
Point of Origin
(Lat. 60°29'30" N, long. 145°28'39" W)

That airspace extending upward from 700 feet above the surface within a boundary beginning at the Point of Origin's 082° bearing at 6.6 miles, thence clockwise along its 6.6-mile radius to its 309° bearing at 6.6 miles, thence to the point of beginning, and within 2 miles either side of the Point of Origin's 113° bearing extending to 16 miles southeast of the Point of Origin.

AAL AK E5 Deadhorse, AK [Amended]

Badami Airport, AK
(Lat. 70°08'15" N, long. 147°01'50" W)
Point of Origin
(Lat. 70°08'15" N, long. 147°01'50" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point of Origin.

AAL AK E5 Deadhorse, AK [Amended]

Deadhorse Airport, AK
(Lat. 70°11'41" N, long. 148°27'55" W)
Point of Origin
(Lat. 70°11'41" N, long. 148°27'55" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin.

AAL AK E5 Deering, AK [Amended]

Deering Airport, AK
(Lat. 66°04'09" N, long. 162°46'01" W)
Point of Origin
(Lat. 66°04'10" N, long. 162°45'59" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin.

AAL AK E5 Dillingham, AK [Amended]

Dillingham Airport, AK
(Lat. 59°02'41" N, long. 158°30'20" W)
Point of Origin
(Lat. 59°02'41" N, long. 158°30'20" W)
Point in Space
(Lat. 58°59'39" N, long. 158°33'08" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin, and within 3.1 miles either side of the Point in Space's 206° bearing extending to 14.1 miles southwest of the Point of Origin.

AAL AK E5 Elim, AK [Amended]

Elim Airport, AK
(Lat. 64°36'54" N, Long. 162°16'14" W)
Point of Origin
(Lat. 64°36'54" N, Long. 162°16'14" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the Point of Origin and within 3.7 miles either side of the Point of Origin's 015° bearing extending to 12.6 miles north of the Point of Origin.

AAL AK E5 Emmonak, AK [Amended]

Emmonak Airport, AK
(Lat. 62°47'10" N, long. 164°29'27" W)
Point of Origin
(Lat. 62°47'10" N, long. 164°29'27" W)
Point in Space
(Lat. 62°47'05" N, long. 164°29'15" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point of Origin, within 4 miles east and 8 miles west of the Point in Space's 353° bearing extending to 16 miles north of the Point in Space, and within 4 miles east and 8 miles west of the Point in Space's 182° bearing extending to 16 miles south of the Point in Space.

AAL AK E5 Fairbanks, AK [Amended]

Fairbanks International Airport, AK
(Lat. 64°48'55" N, long. 147°51'24" W)
Point of Origin
(Lat. 64°48'57" N, long. 147°51'29" W)

Point in Space A

(Lat. 64°58'08" N, long. 147°34'48" W)

Point in Space B

(Lat. 64°48'00" N, long. 148°00'43" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Point of Origin, within 4 miles northwest of the Point in Space A's 218° bearing extending southwest to the Point of Origin's 6.9-mile radius, within 8 miles northwest and 4 miles southeast of the Point in Space A's 218° bearing extending to 5.3 miles southwest of Point in Space A, within 8 miles northwest and 4 miles southeast of the Point in Space A's 038° bearing extending to 10.7 miles northeast of Point in Space A, and within 2.5 miles each side of the Point in Space B's 068° bearing extending to 8.4 miles northeast of the Point of Origin.

AAL AK E5 Fort Yukon, AK [Amended]

Fort Yukon Airport, AK

(Lat. 66°34'21" N, long. 145°14'47" W)

Point of Origin

(Lat. 66°34'28" N, long. 145°16'36" W)

That airspace extending upward from 700 feet above the surface within a 7.2-mile radius of the Point of Origin and within 4 miles either side of the Point of Origin's 076° bearing extending to 21 miles east of the Point of Origin.

AAL AK E5 Galbraith Lake, AK [Amended]

Galbraith Lake Airport, AK

(Lat. 68°28'47" N, long. 149°29'24" W)

Point of Origin

(Lat. 68°28'47" N, long. 149°29'24" W)

That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Point of Origin.

AAL AK E5 Galena, AK [Amended]

Edward G. Pitka Sr. Airport, AK

(Lat. 64°44'10" N, long. 156°56'04" W)

Point of Origin

(Lat. 64°44'10" N, long. 156°56'04" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Point of Origin, within 4.8 miles of either side of the Point of Origin's 086° bearing extending to 20.2 miles east, and within 2.1 miles either side of the Point of Origin's 269° bearing extending to 12.2 miles west of the Point of Origin.

AAL AK E5 Gambell, AK [Amended]

Gambell Airport, AK

(Lat. 63°46'00" N, long. 171°43'58" W)

Point of Origin

(Lat. 63°46'00" N, long. 171°43'58" W)

Point in Space

(Lat. 63°46'55" N, long. 171°44'12" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin, within 4 miles either side of the Point in Space's 174° bearing extending to 23 miles south of the Point in Space, and within 4 miles either side of the Point in Space's 354° bearing extending to 10.6 miles north of the Point of Origin.

AAL AK E5 Golovin, AK [Amended]

Golovin Airport, AK

(Lat. 64°33'02" N, long. 163°00'26" W)

Point of Origin

(Lat. 64°33'02" N, long. 163°00'26" W)

That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of the Point of Origin.

AAL AK E5 Gulkana, AK [Amended]

Gulkana Airport, AK

(Lat. 62°09'16" N, long. 145°27'19" W)

Point of Origin

(Lat. 62°09'16" N, long. 145°27'19" W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Point of Origin, within 5 miles either side of the Point of Origin's 169° bearing extending to 24 miles south of the Point of Origin, and within 4 miles either side of the Point of Origin's 351° bearing extending to 12.5 miles north of the Point of Origin.

AAL AK E5 Homer, AK [Amended]

Homer Airport, AK

(Lat. 59°38'44" N, long. 151°28'36" W)

Point of Origin

(Lat. 59°38'44" N, long. 151°28'36" W)

Point in Space

(Lat. 59°38'29" N, long. 151°30'01" W)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the Point of Origin, within 4 miles either side of the Point of Origin's 055° bearing extending to 12 miles northeast of the Point of Origin, and within 8-miles northwest and 4.2-miles southeast of the Point in Space's 235° bearing extending to 16 miles southwest of the Point in Space.

AAL AK E5 Hooper Bay, AK [Amended]

Hooper Bay Airport, AK

(Lat. 61°31'26" N, long. 166°08'48" W)

Point of Origin

(Lat. 61°31'26" N, long. 166°08'48" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Huslia, AK [Amended]

Huslia Airport, AK

(Lat. 65°41'52" N, long. 156°21'05" W)

Point of Origin

(Lat. 65°41'52" N, long. 156°21'05" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point of Origin.

AAL AK E5 Iliamna, AK [Amended]

Iliamna Airport, AK

(Lat. 59°45'20" N, long. 154°55'04" W)

Point of Origin

(Lat. 59°45'20" N, long. 154°55'04" W)

Point in Space

(Lat. 59°44'53" N, long. 154°54'35" W)

That airspace extending upward from 700 feet above the surface within a 7.2-mile radius of the Point of Origin and within 4 miles west and 8 miles east of the Point in Space's 200° bearing extending to 16 miles south of the Point of Origin.

AAL AK E5 Kaltag, AK [Amended]

Kaltag Airport, AK

(Lat. 64°19'08" N, long. 158°44'29" W)

Point of Origin

(Lat. 64°19'08" N, long. 158°44'29" W)

That airspace extending upward from 700 feet above the surface within a 7.6-mile radius of the Point of Origin.

AAL AK E5 Kenai, AK [Amended]

Kenai Municipal Airport, AK

(Lat. 66°34'24" N, long. 151°14'41" W)

Point of Origin

(Lat. 66°34'23" N, long. 151°14'42" W)

That airspace extending upward from 700 feet above the surface within a 7.7-mile radius of the Point of Origin and within 4 miles either side of the Point of Origin's 031° bearing extending from the 7.7-mile radius to 11 miles north of the Point of Origin.

AAL AK E5 Kiana, AK [Amended]

Bob Baker Memorial Airport, AK

(Lat. 66°58'34" N, long. 160°26'19" W)

Point of Origin

(Lat. 66°58'33" N, long. 160°26'12" W)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Point of Origin.

AAL AK E5 King Salmon, AK [Amended]

King Salmon Airport, AK

(Lat. 58°40'35" N, long. 156°38'55" W)

Point of Origin

(Lat. 58°40'35" N, long. 156°38'55" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Point of Origin, within 3.3 miles northeast and 3.2 miles southwest of the 132° bearing extending to 9.1 miles southeast of the Point of Origin, and within 3.9 miles either side of the Point of Origin's 312° bearing extending to 13.8 miles northwest of the Point of Origin.

AAL AK E5 Kipnuk, AK [Amended]

Kipnuk Airport, AK

(Lat. 59°55'54" N, long. 164°01'41" W)

Point of Origin

(Lat. 59°55'59" N, long. 164°01'50" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Point of Origin.

AAL AK E5 Kivalina, AK [Amended]

Kivalina Airport, AK

(Lat. 67°44'10" N, long. 164°33'49" W)

Point of Origin

(Lat. 67°44'10" N, long. 164°33'49" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point of Origin, and 3.9 miles either side of the Point of Origin's 317° bearing extending to 11.1 miles northwest of the Point of Origin.

AAL AK E5 Kobuk, AK [Amended]

Kobuk Airport, AK

(Lat. 66°54'44" N, long. 156°53'50" W)

Point of Origin

(Lat. 66°54'44" N, long. 156°53'50" W)

That airspace extending upward from 700 feet above the surface within a 7.7-mile radius of the Point of Origin.

AAL AK E5 Kodiak, AK [Amended]

Kodiak Airport, AK

(Lat. 57°44'59" N, long. 152°29'38" W)

Point of Origin

(Lat. 57°44'59" N, long. 152°29'38" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Point of Origin, within 8 miles north and 4.1 miles south of the Point of Origin's 071° bearing extending from 5.2 miles east of the Point of Origin to 21.2 miles east of the Point of Origin, excluding that airspace beyond 12 miles of the shoreline.

AAL AK E5 Kokhanok, AK [Amended]

Kokhanok Airport, AK
(Lat. 59°26'00" N, long. 154°48'09" W)
Point of Origin
(Lat. 59°26'00" N, long. 154°48'09" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Point of Origin and that airspace 1 mile either side of the Point of Origin's 260° bearing extending to 8.8 miles west of the Point of Origin.

AAL AK E5 Koliganek, AK [Amended]

Koliganek Airport, AK
(Lat. 59°43'36" N, long. 157°15'37" W)
Point of Origin
(Lat. 59°43'36" N, long. 157°15'34" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Kotzebue, AK [Amended]

Ralph Wien Memorial Airport, AK
(Lat. 66°53'05" N, long. 162°35'53" W)
Point of Origin
(Lat. 66°53'05" N, long. 162°35'53" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the Point of Origin, within an 8.3-mile radius of the Point of Origin between its 118° bearing clockwise to its 137° bearing, within 3 miles north and 3.2 miles south of the Point of Origin's 095° bearing extending to 13.6 miles east, and within 4 miles either side of the Point of Origin's 280° bearing extending to 10.7 miles west.

AAL AK E5 Koyuk, AK [Amended]

Koyuk Alfred Adams Airport, AK
(Lat. 64°56'22" N, long. 161°09'15" W)
Point of Origin
(Lat. 64°56'22" N, long. 161°09'15" W)

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Point of Origin and within 3.6 miles northwest and 8.4 miles southeast of the Point of Origin's 210° bearing extending to 17 miles southwest of the Point of Origin.

AAL AK E5 Koyukuk, AK [Amended]

Koyukuk Airport, AK
(Lat. 64°52'33" N, long. 157°43'50" W)
Point of Origin
(Lat. 64°52'33" N, long. 157°43'50" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin.

AAL AK E5 Kuparuk, AK [Amended]

Ugnu-Kuparuk Airport, AK
(Lat. 70°19'50" N, long. 149°35'53" W)
Point of Origin
(Lat. 70°19'50" N, long. 149°35'53" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point of Origin and within 4 miles either side of the Point of Origin's 078°

bearing extending to 9.5 miles east of the Point of Origin.

AAL AK E5 Kwethluk, AK [Amended]

Kwethluk Airport, AK
(Lat. 60°47'25" N, long. 161°26'37" W)
Point of Origin
(Lat. 60°47'25" N, long. 161°26'37" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Manokotak, AK [Amended]

Manokotak Airport, AK
(Lat. 58°55'55" N, long. 158°54'07" W)
Point of Origin
(Lat. 58°55'55" N, long. 158°54'07" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin.

AAL AK E5 Manokotak, AK [Removed]

Manokotak/New Airport, AK
(Lat. 58°59'25" N, long. 159°03'00" W)

AAL AK E5 McGrath, AK [Amended]

McGrath Airport, AK
(Lat. 62°57'10" N, long. 155°36'25" W)
Point of Origin
(Lat. 62°57'10" N, long. 155°36'25" W)

That airspace extending upward from 700 feet above the surface within an 8.1-mile radius of the Point of Origin and within 8 miles east and 4 miles west of the Point of Origin's 001° bearing extending to 15.7 miles north of the Point of Origin.

AAL AK E5 Middleton Island, AK [Amended]

Middleton Island Airport, AK
(Lat. 59°27'00" N, long. 146°18'26" W)
Point of Origin
(Lat. 59°27'00" N, long. 146°18'26" W)
Point in Space
(Lat. 59°25'18" N, long. 146°21'00" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point of Origin and within 4 miles either side of the Point in Space's 038° bearing extending to 12 miles northeast of the Point in Space.

AAL AK E5 Napakiak, AK [Amended]

Napakiak Airport, AK
(Lat. 60°41'25" N, long. 161°58'43" W)
Point of Origin
(Lat. 60°41'25" N, long. 161°58'43" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 New Stuyahok, AK [Amended]

New Stuyahok Airport, AK
(Lat. 59°27'06" N, long. 157°22'23" W)
Point of Origin
(Lat. 59°27'06" N, long. 157°22'23" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Point of Origin.

AAL AK E5 Noatak, AK [Amended]

Noatak Airport, AK
(Lat. 67°33'40" N, long. 162°58'50" W)
Point of Origin
(Lat. 67°33'58" N, long. 162°58'30" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin.

AAL AK E5 Nome, AK [Amended]

Nome Airport, AK
(Lat. 64°30'45" N, long. 165°26'40" W)
Point of Origin
(Lat. 64°30'44" N, long. 165°26'43" W)

That airspace extending upward from 700 feet above the surface within a 25-mile radius of the Point of Origin, excluding that airspace beyond 12 miles of the shoreline.

AAL AK E5 Northway, AK [Amended]

Northway Airport, AK
(Lat. 62°57'40" N, long. 141°55'41" W)
Point of Origin
(Lat. 62°57'40" N, long. 141°55'41" W)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Point of Origin, and within 2 miles either side of the Point of Origin's 077° radial extending to 13.7 miles east of the Point of Origin.

AAL AK E5 Nuiqsut AK [Amended]

Nuiqsut Airport, AK
(Lat. 70°12'35" N, long. 151°00'23" W)
Point of Origin
(Lat. 70°12'35" N, long. 151°00'23" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin.

AAL AK E5 Nuiqsut, AK [Amended]

Oooguruk Island Heliport, AK
(Lat. 70°29'44" N, long. 150°15'12" W)
Point of Origin
(Lat. 70°29'44" N, long. 150°15'12" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Point of Origin.

AAL AK E5 Nuiqsut, AK [Amended]

OTP Heliport, AK
(Lat. 70°24'51" N, long. 150°01'07" W)
Point of Origin
(Lat. 70°24'51" N, long. 150°01'07" W)

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Point of Origin.

AAL AK E5 Nulato, AK [Amended]

Nulato Airport, AK
(Lat. 64°43'46" N, long. 158°04'27" W)
Point of Origin
(Lat. 64°43'46" N, long. 158°04'27" W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Point of Origin.

AAL AK E5 Perryville, AK [Amended]

Perryville Airport, AK
(Lat. 55°54'24" N, long. 159°09'39" W)
Point of Origin
(Lat. 55°54'24" N, long. 159°09'39" W)

That airspace extending upward from 700 feet above the surface within a 14.7-mile radius of the Point of Origin.

AAL AK E5 Pilot Point, AK [Amended]

Pilot Point Airport, AK
(Lat. 57°34'49" N, long. 157°34'19" W)
Point of Origin
(Lat. 57°34'49" N, long. 157°34'19" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Platinum, AK [Amended]

Platinum Airport, AK

(Lat. 59°01'04" N, long. 161°49'38" W)

Point of Origin

(Lat. 59°00'57" N, long. 161°49'31" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Point Hope, AK [Amended]

Point Hope Airport, AK

(Lat. 68°20'53" N, long. 166°47'57" W)

Point of Origin

(Lat. 68°20'56" N, long. 166°47'58" W)

Point in Space

(Lat. 68°20'41" N, long. 166°47'51" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin, within 3 miles either side of the Point in Space's 207° bearing extending to 10.3 miles southwest of the Point of Origin, and within 3 miles either side of the Point in Space's 017° bearing extending to 9.9 miles northeast of the Point of Origin.

AAL AK E5 Point Lay, AK [Amended]

Point Lay LRRS Airport, AK

(Lat. 69°43'58" N, long. 163°00'19" W)

Point of Origin

(Lat. 69°43'58" N, long. 163°00'19" W)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the Point of Origin.

AAL AK E5 Port Clarence, AK [Amended]

Port Clarence CGS, AK

(Lat. 65°15'12" N, long. 166°51'27" W)

Point of Origin

(Lat. 65°15'12" N, long. 166°51'27" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin and within 1.5 miles either side of the Point of Origin's 180° bearing extending to 13.2 miles south of the Point of Origin.

AAL AK E5 Port Heiden, AK [Amended]

Port Heiden Airport, AK

(Lat. 56°57'33" N, long. 158°38'00" W)

Point of Origin

(Lat. 56°57'33" N, long. 158°38'00" W)

Point in Space

(Lat. 56°57'14" N, long. 158°38'56" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of the Point of Origin, within 4 miles north and 8 miles south of the Point in Space's 248° bearing extending to 20 miles west of the Point in Space, and within 4 miles east and 8 miles west of the Point in Space's 339° bearing extending to 20 miles north of the Point in Space, excluding that airspace beyond 12 miles of the shoreline.

AAL AK E5 Prospect Creek, AK [Amended]

Prospect Creek Airport, AK

(Lat. 66°48'51" N, long. 150°38'37" W)

Point of Origin

(Lat. 66°48'50" N, long. 150°38'37" W)

That airspace extending upward from 700 feet above the surface within an 11-mile

radius of the Point of Origin, within 2 miles either side of a line between lat. 66°55'50" N, long. 150°32'43" W, to lat. 67°02'47" N, long. 150°34'16" W, and within 4.5 miles east and 4 miles west of the Point of Origin's 214° bearing extending to 13 miles southwest of the Point of Origin.

AAL AK E5 Red Dog, AK [Amended]

Red Dog Airport, AK

(Lat. 68°01'56" N, long. 162°53'57" W)

Point of Origin

(Lat. 68°01'56" N, long. 162°53'57" W)

That airspace extending upward from 700 feet above the surface within an 11-mile radius of the Point of Origin and within 4 miles either side of the Point of Origin's 219° bearing extending to 14.5 miles southwest of the Point of Origin.

AAL AK E5 Ruby, AK [Amended]

Ruby Airport, AK

(Lat. 64°43'38" N, long. 155°28'12" W)

Point of Origin

(Lat. 64°43'38" N, long. 155°28'11" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin and within 4 miles either side of the Point of Origin's 051° bearing extending to 20.3 miles northeast of the Point of Origin.

AAL AK E5 Russian Mission, AK [Amended]

Russian Mission Airport, AK

(Lat. 61°46'30" N, long. 161°19'10" W)

Point of Origin

(Lat. 61°46'47" N, long. 161°19'10" W)

That airspace extending upward from 700 feet above the surface within a 6.2-mile radius of the Point of Origin.

AAL AK E5 Savoonga, AK [Amended]

Savoonga Airport, AK

(Lat. 63°41'11" N, long. 170°29'35" W)

Point of Origin

(Lat. 63°41'11" N, long. 170°29'35" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin and within 4 miles either side of the Point of Origin's 059° bearing extending to 11 miles northeast of the Point of Origin.

AAL AK E5 Scammon Bay, AK [Amended]

Scammon Bay Airport, AK

(Lat. 61°50'40" N, long. 165°34'26" W)

Point of Origin

(Lat. 61°50'40" N, long. 165°34'25" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin and within 4 miles either side of the Point of Origin's 099° bearing extending to 11 miles east of the Point of Origin.

AAL AK E5 Selawik, AK [Amended]

Selawik Airport, AK

(Lat. 66°36'01" N, long. 159°59'09" W)

Point of Origin

(Lat. 66°36'01" N, long. 159°59'09" W)

That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of the Point of Origin.

AAL AK E5 Shageluk, AK [Amended]

Shageluk Airport, AK

(Lat. 62°41'32" N, long. 159°34'09" W)

Point of Origin

(Lat. 62°41'32" N, long. 159°34'09" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Shaktoolik, AK [Amended]

Shaktoolik Airport, AK

(Lat. 64°22'16" N, long. 161°13'26" W)

Point of Origin

(Lat. 64°22'16" N, long. 161°13'26" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin.

AAL AK E5 Shishmaref, AK [Amended]

Shishmaref Airport, AK

(Lat. 66°14'59" N, long. 166°05'22" W)

Point of Origin

(Lat. 66°14'58" N, long. 166°05'22" W)

Point in Space

(Lat. 66°15'29" N, long. 166°03'09" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point of Origin, within 4 miles southeast and 8 miles northwest of the Point in Space's 061° bearing extending to 16 miles northeast of the Point in Space, and within 4 miles southeast and 8 miles northwest of the Point in Space's 245° bearing extending to 16 miles southwest of the Point in Space.

AAL AK E5 Shungnak, AK [Amended]

Shungnak Airport, AK

(Lat. 66°53'17" N, long. 157°09'45" W)

Point of Origin

(Lat. 66°53'17" N, long. 157°09'45" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Point of Origin.

AAL AK E5 Soldotna, AK [Amended]

Soldotna Airport, AK

(Lat. 60°28'31" N, long. 151°02'23" W)

Point of Origin

(Lat. 60°28'31" N, long. 151°02'23" W)

That airspace extending upward from 700 feet above the surface within a 10.1-mile radius of the Point of Origin, within 2.4 miles either side of the Point of Origin's 270° bearing extending to 11 miles west of the Point of Origin, and within 3.5 miles either side of the Point of Origin's 090° bearing extending to 14.3 miles east of the Point of Origin.

AAL AK E5 Sparrevohn, AK [Amended]

Sparrevohn LRRS, AK

(Lat. 61°05'50" N, long. 155°34'29" W)

Point of Origin

(Lat. 61°05'50" N, long. 155°34'27" W)

That airspace extending upward from 700 feet above the surface within a 3-mile radius of the Point of Origin.

AAL AK E5 St. Michael, AK [Amended]

St. Michael Airport, AK

(Lat. 63°29'24" N, long. 162°06'37" W)

Point of Origin

(Lat. 63°29'24" N, long. 162°06'37" W)

That airspace extending upward from 700 feet above the surface within an 8.4-mile radius of the Point of Origin.

AAL AK E5 Talkeetna, AK [Amended]

Talkeetna Airport, AK

(Lat. 62°19'17" N, long. 150°05'34" W)

Point of Origin

(Lat. 62°19'14" N, long. 150°05'37" W)

Point in Space

(Lat. 62°17'55" W, long. 150°06'20" W)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of the Point of Origin, within 3.2 miles either side of the Point in Space's 191° bearing extending to 12.4 miles southwest of the Point of Origin, and within 2.5 miles either side of the Point in Space's 207° bearing extending to 12.4 miles southwest of the Point of Origin.

AAL AK E5 Tanana, AK [Amended]

Ralph M. Calhoun Memorial Airport, AK

(Lat. 65°10'28" N, long. 152°06'29" W)

Point of Origin

(Lat. 65°10'28" N, long. 152°06'29" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Point of Origin and within 1.9 miles either side of the Point of Origin's 101° bearing extending to 10.5 miles east of the Point of Origin.

AAL AK E5 Tatitlek, AK [Amended]

Tatitlek Airport, AK

(Lat. 60°52'21" N, long. 146°41'28" W)

Point of Origin

(Lat. 60°52'21" N, long. 146°41'28" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin and within 2 miles southwest and 3.4 miles northeast of the Point of Origin's 149° bearing extending to 11.8 miles southeast of the Point of Origin.

AAL AK E5 Teller, AK [Amended]

Teller Airport, AK

(Lat. 65°14'25" N, long. 166°20'22" W)

Point of Origin

(Lat. 65°14'25" N, long. 166°20'22" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Point of Origin.

AAL AK E5 Tin City, AK [Amended]

Tin City LRRS, AK

(Lat. 65°33'51" N, long. 167°55'21" W)

Point of Origin

(Lat. 65°33'51" N, long. 167°55'21" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin.

AAL AK E5 Tok, AK [Amended]

Tok Junction Airport, AK

(Lat. 63°19'46" N, long. 142°57'13" W)

Point of Origin

(Lat. 63°19'46" N, long. 142°57'13" W)

That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of the Point of Origin.

AAL AK E5 Toksook Bay, AK [Amended]

Toksook Bay Airport, AK

(Lat. 60°32'29" N, long. 165°05'14" W)

Point of Origin

(Lat. 60°32'29" N, long. 165°05'14" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of the Point of Origin.

AAL AK E5 Umiat, AK [Removed]

Umiat Airport, AK

(Lat. 69°22'16" N, long. 152°08'06" W)

AAL AK E5 Unalakleet, AK [Amended]

Unalakleet Airport, AK

(Lat. 63°53'19" N, long. 160°47'57" W)

Point of Origin

(Lat. 63°53'19" N, long. 160°47'57" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Point of Origin, within a 13.5-mile radius of the Point of Origin between its 260° bearing clockwise to its 360° bearing, and within 6 miles either side of the Point of Origin's 185° bearing extending to 10 miles south of the Point of Origin, excluding that airspace beyond 12 miles of the shoreline.

AAL AK E5 Utopia Creek, AK [Amended]

Indian Mountain LRRS, AK

(Lat. 65°59'34" N, long. 153°42'13" W)

Point of Origin

(Lat. 65°59'34" N, long. 153°42'16" W)

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the Point of Origin.

AAL AK E5 Utqiagvik, AK [Amended]

Wiley Post-Will Rogers Memorial Airport, AK

(Lat. 71°17'06" N, long. 156°46'07" W)

Point of Origin

(Lat. 71°17'06" N, long. 156°46'07" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Point of Origin.

AAL AK E5 Valdez, AK [Amended]

Valdez Pioneer Field, AK

(Lat. 61°08'03" N, long. 146°14'41" W)

Point of Origin

(Lat. 61°08'02" N, long. 146°14'54" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of the Point of Origin and within 3 miles north and 3.2 miles south of the Point of Origin's 256° bearing extending to 12.8 miles west.

AAL AK E5 Venetie, AK [Amended]

Venetie Airport, AK

(Lat. 67°00'31" N, long. 146°21'59" W)

Point of Origin

(Lat. 67°00'31" N, long. 146°21'59" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin, and within 3.9 miles either side of the Point of Origin's 062° bearing extending to 10.1 miles northeast of the Point of Origin.

AAL AK E5 Wainwright, AK [Amended]

Wainwright Airport, AK

(Lat. 70°38'17" N, long. 159°59'41" W)

Point of Origin

(Lat. 70°38'17" N, long. 159°59'41" W)

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Point of Origin.

AAL AK E5 Wales, AK [Amended]

Wales Airport, AK

(Lat. 65°37'21" N, long. 168°05'42" W)

Point of Origin

(Lat. 65°37'26" N, long. 168°05'57" W)

That airspace extending upward from 700 feet above the surface within a 6.35-mile radius of the Point of Origin.

AAL AK E5 Willow, AK [Amended]

Willow Airport, AK

(Lat. 61°45'15" N, long. 150°03'06" W)

Point of Origin

(Lat. 61°45'16" N, long. 150°03'06" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the Point of Origin.

AAL AK E5 Yakutat, AK [Amended]

Yakutat Airport, AK

(Lat. 59°30'12" N, long. 139°39'37" W)

Point of Origin

(Lat. 59°30'39" N, long. 139°38'53" W)

That airspace extending upward from 700 feet above the surface within the area bounded by lat. 59°47'42" N, 139°58'48" W, to lat. 59°37'33" N, long. 139°40'54" W, then along the Point of Origin's 7-mile radius clockwise to lat. 59°28'54" N, long. 139°25'36" W, to lat. 59°20'16" N, long. 139°10'20" W, to lat. 59°02'49" N, long. 139°47'45" W, to lat. 59°30'15" N, long. 140°36'43" W, to the point of beginning, excluding that airspace beyond 12 miles of the shoreline.

AAL AK E5 Yukon-Kuskokwim Delta, AK [Removed]

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Paragraph 6006 En Route Domestic Airspace Areas.

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AAL AK E6 Alaska, AK [New]

That airspace extending upward from 1,200 feet above the surface within the boundary of the state of Alaska including that airspace within 12 miles of the state's shoreline, excluding that airspace: within the lateral boundaries of the Northeast High, Northwest High, Southeast High, and South High Class E6 airspace areas, that airspace 14,500 feet MSL or higher when less than 1,500 feet above the surface of the earth, that airspace over the Alaskan Peninsula west of longitude 160°00'00" W, and that airspace within special use airspace, when active.

AAL AK E6 Northeast, AK [Removed]**AAL AK E6 Northeast High, AK [New]**

That airspace extending upward from 4,000 feet above the surface within a boundary beginning at lat. 69°00'00" N, long. 141°00'00" W, thence south via the U.S./Canada border to lat. 65°30'00" N, long. 141°00'00" W, to lat. 65°30'00" N, long. 144°00'00" W, to lat. 66°10'00" N, long. 144°00'00" W, to lat. 66°10'00" N, long. 142°30'00" W, to lat. 67°00'00" N, long. 142°30'00" W, to lat. 67°00'00" N, long. 143°20'00" W, to lat. 69°00'00" N, long. 143°20'00" W, to the point of beginning, excluding that airspace within special use airspace, when active.

AAL AK E6 Northwest High, AK [New]

That airspace extending upward from 4,000 feet above the surface within a boundary beginning at lat. 69°30'00" N, long.

153°00'00" W, to lat. 67°50'00" N, long.
153°00'00" W, to lat. 67°50'00" N, long.
161°00'00" W, to lat. 69°30'00" N, long.
161°00'00" W, to the point of beginning,
excluding that airspace within special use
airspace, when active.

AAL AK E6 South High, AK [New]

That airspace extending upward from
4,000 feet above the surface within a
boundary beginning at lat. 63°30'00" N, long.
151°30'00" W, to lat. 61°30'00" N, long.
151°30'00" W, to lat. 61°30'00" N, long.
156°00'00" W, to lat. 62°15'00" N, long.
156°00'00" W, to lat. 62°30'00" N, long.
155°00'00" W, to lat. 62°30'00" N, long.
154°00'00" W, to lat. 63°00'00" N, long.
153°30'00" W, to lat. 63°30'00" N, long.
153°30'00" W, to the point of beginning,
excluding that airspace within special use
airspace, when active.

AAL AK E6 Southeast, AK [Removed]

AAL AK E6 Southeast High, AK [New]

That airspace extending upward from
4,000 feet above the surface within a
boundary beginning at lat. 62°00'00" N, long.
141°00'00" W, thence south via the U.S./
Canada border to lat. 60°19'00" N, long.
141°00'00" W, to lat. 59°49'00" N, long.
142°02'00" W, to lat. 59°30'00" N, long.
144°50'00" W, to lat. 60°05'00" N, long.
145°30'00" W, to lat. 61°00'00" N, long.
144°45'00" W, to lat. 62°00'00" N, long.
143°00'00" W, thence to the point of
beginning, excluding that airspace beyond 12
miles from the shoreline of Alaska and that
airspace within special use airspace, when
active.

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Issued in Des Moines, Washington, on
September 24, 2026.

B.G. Chew,

*Group Manager, Operations Support Group,
Western Service Center.*

[FR Doc. 2026-19815 Filed 9-25-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Parts 1 and 301

[REG-116506-25]

RIN 1545-BR82

Information Reporting Regarding Qualified Opportunity Zones and Updated Qualified Opportunity Fund Certification and Decertification Procedures

Correction

In proposed rule document 2026-
18574 beginning on page 57968 in the
issue of Friday, September 11, 2026,
make the following correction:

On page 57968, in the first column, in
the second line of the **DATES** section,

“October 16, 2026” should read

“October 26, 2026”.

[FR Doc. C1-2026-18574 Filed 9-25-26; 8:45 am]

BILLING CODE 0099-10-D

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Parts 60 and 63

[EPA-HQ-OAR-2025-0302; FRL-8202.1-
01-OAR]

RIN 2060-AW66

National Emission Standards for Hazardous Air Pollutants for Gasoline Distribution Facilities and Standards of Performance for Bulk Gasoline Terminals Reconsideration

AGENCY: Environmental Protection
Agency (EPA).

ACTION: Proposed rule; reconsideration
of final rule.

SUMMARY: On May 8, 2024, the U.S.
Environmental Protection Agency (EPA)
published the National Emission
Standards for Hazardous Air Pollutants
(NESHAP): Gasoline Distribution
Technology Reviews and New Source
Performance Standards (NSPS) Review
for Bulk Gasoline Terminals final rule
(“2024 Final Rule”). The EPA is
reconsidering various provisions of the
2024 Final Rule in this proposed rule,
including the operating limits and
continuous compliance requirements for
air emission control devices, and the
vapor tightness requirements for
gasoline cargo tanks. The EPA is also
reconsidering the modification criteria
in the NSPS and proposing other
technical corrections and clarifications.
The EPA does not anticipate that this
proposed action will impact volatile
organic compound (VOC) or hazardous
air pollutant (HAP) emissions generated
by gasoline distribution facilities
because the proposed amendments do
not impact the stringency of the
emission standards set by the 2024 Final
Rule. As such, the EPA expects the
proposed amendments will have no
impact on air quality or overall human
health. The EPA is not reopening any
other aspect of the 2024 Final Rule and
does not intend to respond to comments
addressing any other issues or
provisions not specifically addressed in
this proposed rulemaking.

DATES: Comments must be received on
or before November 12, 2026. Comments
on the information collection provisions
of the proposed rule under the
Paperwork Reduction Act (PRA) must
be received by the Office of
Management and Budget's Office of

Information and Regulatory Affairs
(OMB-OIRA) on or before October 28,
2026. Please refer to the PRA section
under “Statutory and Executive Order
Reviews” in this preamble for specific
instructions.

Public hearing: If anyone contacts us
requesting a public hearing on or before
October 5, 2026, we will hold a virtual
public hearing. See **SUPPLEMENTARY
INFORMATION** for information on
requesting and registering for a public
hearing.

ADDRESSES: You may send comments,
identified by Docket ID No. EPA-HQ-
OAR-2025-0302, by any of the
following methods:

- **Federal eRulemaking Portal:**
<https://www.regulations.gov> (our
preferred method). Follow the online
instructions for submitting comments.
- **Email:** a-and-r-docket@epa.gov.
Include Docket ID No. EPA-HQ-OAR-
2025-0302 in the subject line of the
message.
- **Mail:** U.S. Environmental
Protection Agency, EPA Docket Center,
Docket ID No. EPA-HQ-OAR-2025-
0302, Mail Code 28221T, 1200
Pennsylvania Avenue NW, Washington,
DC 20460.
- **Hand/Courier Delivery:** EPA Docket
Center, WJC West Building, Room 3334,
1301 Constitution Avenue NW,
Washington, DC 20004. The Docket
Center's hours of operation are 8:30 a.m.
to 4:30 p.m. Eastern Time (ET), Monday
through Friday (except Federal
holidays).

Instructions: All submissions received
must include the Docket ID No. for this
rulemaking. Comments received may be
posted without change to [https://
www.regulations.gov](https://www.regulations.gov), including any
personal information provided. For
detailed instructions on sending
comments and additional information
on the rulemaking process, see the
SUPPLEMENTARY INFORMATION section of
this preamble.

FOR FURTHER INFORMATION CONTACT: For
information about this proposed rule,
contact U.S. EPA, Attn: Rudolf
Abdelmessih, Industrial Processing and
Power Division (E143-01), 109 T.W.
Alexander Drive, P.O. Box 12055,
Research Triangle Park, North Carolina
27711; telephone number: (919) 541-
2928; and email address:
abdelmessih.rudolf@epa.gov.

SUPPLEMENTARY INFORMATION:

**Participation in virtual public
hearing.** To request a virtual public
hearing, contact the public hearing team
at (888) 372-8699 or by email at
IPPDpublichearing@epa.gov. If the EPA
receives a request for a public hearing,