

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–2452; Airspace
Docket No. 25–ASO–16]

RIN 2120–AA66

Amendment of Domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways V–16, V–35, V–37, V–53, V–133, V–136, V–143, V–259, V–310, V–364, V–409, V–415, V–454, and V–605; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways V–16, V–35, V–37, V–53, V–133, V–136, V–143, V–259, V–310, V–364, V–409, V–415, V–454, and V–605. The FAA is taking this action due to the decommissioning of the Charlotte, NC (CLT), VOR/Distance Measuring Equipment (VOR/DME); Foothills, SC (ODF), VOR/DME; Holston Mountain, TN (HMT), VOR/Tactical Air Navigation (VORTAC); and the relocation of the Spartanburg, SC (SPA), VORTAC.

DATES: Effective date 0901 UTC, December 24, 2026. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, 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 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Airspace Regulation Group, Operational Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Ashley Toth, Airspace Regulation Group, Operational 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 amends the route structure to maintain the efficient flow of air traffic within the National Airspace System (NAS).

History

This action is due to the decommissioning of the Charlotte, NC (CLT), VOR/DME; Foothills, SC (ODF), VOR/DME; Holston Mountain, TN (HMT), VORTAC; and the relocation of the Spartanburg, SC (SPA), VORTAC on December 24, 2026. The Charlotte VOR/DME, Foothills VOR/DME, and Holston Mountain VORTAC were candidate navigational aids (NAVAID) identified for discontinuance by the FAA’s VOR MON program and listed in the Final Policy Statement, “Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network),” published in the **Federal Register** on July 26, 2016 (81 FR 48694), under Docket No. FAA–2011–1082.

The FAA published an NPRM for Docket No. FAA–2026–2452 in the **Federal Register** (91 FR 10979; March 6, 2026), proposing to amend VOR Federal Airways V–16, V–35, V–37, V–53, V–133, V–136, V–143, V–259, V–310, V–364, V–409, V–415, V–454, and V–605 in the eastern United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. Two public comments were received. One comment was in support of the proposal. The second comment objected generally to the decommissioning of VORs and NAVAIDs. However, that topic is outside the scope of this action, which does not itself direct the decommissioning of any NAVAIDs, but

rather responds to decommissionings by making necessary modifications to affected routes.

Subsequently, the FAA published a supplemental notice of proposed rulemaking (SNPRM) for Docket No. FAA–2026–2452 in the **Federal Register** (91 FR 46023; July 22, 2026), proposing additional amendments to VOR Federal Airways V–53, V–364, V–415, and V–605 in the eastern United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received, but it was outside the scope of this action as it pertained generally to the decommissioning of VORs. As explained, this action does not direct any decommissionings, but only responds to them as necessary.

Differences From the NPRM and SNPRM

In both the NPRM and SNPRM, the proposed amended legal description of VOR Federal Airway V–16 stated that the airspace within Restricted Areas R–5002A, R–5002C, R–5002D, and R–5002F is excluded “during their times of use.” To maintain consistency with the legal description language preexisting this rule, the FAA amended the legal description to state that the airspace within Restricted Areas R–5002A, R–5002C, R–5002D, and R–5002F is excluded “when active.” This does not represent a substantive change to the proposed amendments. Accordingly, the FAA finds good cause that recirculating the proposal for additional notice and comment is unnecessary.

Incorporation by Reference

Domestic VOR Federal Airways are published in paragraph 6010(a) 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 7400.11M, dated July 30, 2026, and effective September 15, 2026. These updates will 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.

The Rule

This action amends 14 CFR part 71 by amending domestic VOR Federal Airways V–16, V–35, V–37, V–53, V–133, V–136, V–143, V–259, V–310, V–364, V–409, V–415, V–454, and V–605. This action is due to the

decommissioning of the Charlotte, NC (CLT), VOR/DME; Foothills, SC (ODF), VOR/DME; Holston Mountain, TN (HNV), VORTAC; and the relocation of the Spartanburg, SC (SPA), VORTAC.

V-16: Prior to this final rule, V-16 extended between the Los Angeles, CA (LAX), VORTAC and the Holly Springs, MS (HLI), VORTAC; between the Shelbyville, TN (SYI), VOR/DME and the Pulaski, VA (PSK), VORTAC; between the Lynchburg, VA (LYH), VOR/DME and the Richmond, VA (RIC), VORTAC; and between the Smyrna, DE (ENO), VORTAC and the intersection of the Calverton, NY (CCC), VOR/DME 044° and Madison, CT (MAD), VOR/DME 142° radials (CREAM Fix). The airspace within Mexico and the airspace below 2,000 feet mean sea level (MSL) outside the United States was excluded. The airspace within Restricted Areas R-5002A, R-5002C, R-5002D, and R-5002F was excluded during their times of use.

The FAA removed the airway segments between the intersection of the Volunteer, TN (VXV), VORTAC 069° and the Snowbird, TN (SOT) VORTAC 329° radials (WHINS Fix) and the Pulaski VORTAC due to the decommissioning of the Holston Mountain VORTAC. As amended, the airway extends between the Los Angeles VORTAC and the Holly Springs VORTAC; between the Shelbyville VOR/DME and the WHINS Fix; between the Lynchburg VOR/DME and the Richmond VORTAC; and between the Smyrna VORTAC and the CREAM Fix. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States remains excluded. The airspace within Restricted Areas R-5002A, R-5002C, R-5002D, and R-5002F remains excluded when active.

V-35: Prior to this final rule, V-35 extended between the Lee County, FL (RSW), VORTAC and the St. Petersburg, FL (PIE), VORTAC; between the intersection of the Dublin, GA (DBN), VORTAC 309° and the Athens, GA (AHN), VOR/DME 195° radials (SINCA Fix) and the Morgantown, WV (MGW), VOR/DME; and between the Philipsburg, PA (PSB), VORTAC and the Stonyfork, PA (SFK), VOR/DME.

The FAA removed the airway segments between the Sugarloaf Mountain, NC (SUG), VORTAC and the Glade Spring, VA (GZG), VOR/DME due to the decommissioning of the Holston Mountain VORTAC. As amended, the airway extends between the Lee County VORTAC and the St. Petersburg VORTAC; between the SINCA Fix and the Sugarloaf Mountain VORTAC; between the Glade Spring VOR/DME and the Morgantown VOR/DME; and

between the Philipsburg VORTAC and the Stonyfork VOR/DME.

V-37: Prior to this final rule, V-37 extended between the Craig, FL (CRG), VORTAC and the Ellwood City, PA (EWC), VOR/DME.

The FAA removed the airway segments between the intersection of the Columbia, SC (CAE), VORTAC 004° and the Chesterfield, SC (CTF), VOR/DME 240°T radials (BLOTT'S Fix) and the Pulaski VORTAC due to the decommissioning of the Charlotte VOR/DME. As amended, the airway extends between the Craig VORTAC and the BLOTT'S Fix, and between the Pulaski VORTAC and the Ellwood City VOR/DME.

V-53: Prior to this final rule, V-53 extended between the Charleston, SC (CHS), VORTAC and the Holston Mountain VORTAC; and between the Lexington, KY (HYK), VOR/DME and the Brickyard, IN (VHP), VORTAC. The airspace within R-3401B was excluded when active.

The FAA removed the airway segment between the Columbia VORTAC and the Holston Mountain VORTAC due to the decommissioning of the Holston Mountain VORTAC. As amended, the airway extends between the Charleston VORTAC and the Columbia VORTAC, and between the Lexington VOR/DME and the Brickyard VORTAC. The airspace within R-3401B remains excluded when active.

V-133: Prior to this final rule, V-133 extended between the intersection of the Charlotte VOR/DME 305° and Barretts Mountain, NC (BZM), VOR/DME 197° radials (LINCO Fix) and the Charleston VOR/DME; between the Saginaw, MI (MBS), VOR/DME and the Houghton, MI (CMX), VOR/DME; and between the International Falls, MN (INL), VOR/DME and the Red Lake, ON, Canada, VOR. The airspace within Canada was excluded.

Due to the decommissioning of the Charlotte VOR/DME, the radials that made up the LINCO Fix changed to the intersection of the Barretts Mountain VOR/DME 197° and the Sugarloaf Mountain VORTAC 087° radials, preserving its location. The FAA updated the route description of VOR Federal Airway V-133 with the new radials defining the LINCO Fix. As amended, the airway extends between the intersection of the Sugarloaf Mountain VORTAC 087° and the Barretts Mountain VOR/DME 197° radials (LINCO Fix) and the Charleston VOR/DME; between the Saginaw VOR/DME and the Houghton VOR/DME; and between the International Falls VOR/DME and the Red Lake VOR. The

airspace within Canada remains excluded.

V-136: Prior to this final rule, V-136 extended between the Hinch Mountain, TN (HCH), VOR/DME and the Grand Strand, SC (CRE), VORTAC.

The FAA removed the airway segments between the Snowbird VORTAC and the Pulaski VORTAC due to the decommissioning of the Holston Mountain VORTAC. As amended, the airway extends between the Hinch Mountain VOR/DME and the Snowbird VORTAC; and between the Pulaski VORTAC and the Grand Strand VORTAC.

V-143: Prior to this final rule, V-143 extended between the intersection of the Charlotte VOR/DME 034° and the Greensboro, NC (GSO), VORTAC 228° radials (GIZMO Fix) and the Yardley, PA (ARD), VOR/DME.

Due to the decommissioning of the Charlotte VOR/DME, the radials that made up the GIZMO Fix changed to the intersection of the Barretts Mountain VOR/DME 124° and Greensboro VORTAC 228° radials, preserving its location. The FAA updated the route description of VOR Federal Airway V-143 with the new radials defining the GIZMO Fix. As amended, the airway extends between the intersection of the Barretts Mountain VOR/DME 124° and Greensboro VORTAC 228° radials (GIZMO Fix) and the Yardley VOR/DME.

V-259: Prior to this final rule, V-259 extended between the Grand Strand VORTAC and the intersection of the Chesterfield VOR/DME 314° and Fayetteville, NC (FAY), VOR/DME 267° radials (HUSTN Fix); and between the intersection of the Charlotte VOR/DME 006° and Barretts Mountain VOR/DME 137° radials (MOPED Fix) and the Holston Mountain VORTAC.

The FAA removed the airway segments between the MOPED Fix and the Holston Mountain VORTAC due to the decommissioning of the Charlotte VOR/DME and the Holston Mountain VORTAC. As amended, the airway extends between the Grand Strand VORTAC and the HUSTN Fix.

V-310: Prior to this final rule, V-310 extended between the Louisville, KY (IIU), VORTAC and the Elizabeth City, NC (ECG), VOR/DME.

The FAA removed the airway segments between the London, KY (LOZ), VOR/DME and the Greensboro VORTAC due to the decommissioning of the Holston Mountain VORTAC. As amended, the airway extends between the Louisville VORTAC and the London VOR/DME; and between the Greensboro VORTAC and the Elizabeth City VOR/DME.

V-364: Prior to this final rule, V-364 extended between the intersection of the Charlotte VOR/DME 305° and the Sugarloaf Mountain VORTAC 087° radials (LINCO Fix) and the Holston Mountain VORTAC.

Due to the decommissioning of the Charlotte VOR/DME, the radials that made up the LINCO Fix changed to the intersection of the Barretts Mountain VOR/DME 197° and the Sugarloaf Mountain VORTAC 087° radials, preserving its location. The FAA updated the route description of VOR Federal Airway V-364 with the new radials defining the LINCO Fix. Additionally, the FAA removed the airway segments between the Sugarloaf Mountain VORTAC and the Holston Mountain VORTAC due to the decommissioning of the Holston Mountain VORTAC. As amended, the airway extends between the intersection of the Barretts Mountain VOR/DME 197° and the Sugarloaf Mountain VORTAC 087° radials (LINCO Fix) and the Sugarloaf Mountain VORTAC.

V-409: Prior to this final rule, V-409 extended between the Charlotte VOR/DME and the Raleigh/Durham, NC (RDU), VORTAC.

The FAA removed the airway segment between the Charlotte VOR/DME and the intersection of the Charlotte VOR/DME 088° and Liberty, NC (LIB), VORTAC 228° radials (LOCAS Fix) due to the decommissioning of the Charlotte VOR/DME. Additionally, due to the decommissioning of the Charlotte VOR/DME, the radials that made up the LOCAS Fix changed to the intersection of the Chesterfield VOR/DME 346° and the Liberty VORTAC 228° radials, preserving its location. The FAA updated the route description of VOR Federal Airway V-409 with the new radials defining the LOCAS Fix. As amended, the airway extends between the intersection of the Chesterfield VOR/DME 346° and the Liberty VORTAC 228° radials (LOCAS Fix) and the Raleigh/Durham VORTAC.

V-415: Prior to this final rule, V-415 extended between the Montgomery, AL (MGM), VORTAC and the intersection of the Montgomery VORTAC 029° and Gadsden, AL (GAD), VOR/DME 124° radials (HEFIN Fix); and between the intersection of the Rome, GA (RMG), VORTAC 060° and Foothills VOR/DME 258° radials (NELLO Fix) and the intersection of the Spartanburg, SC (SPA), VORTAC 101° and Charlotte VOR/DME 229° radials (LOCKS Fix).

The FAA removed the airway segments between, and including, the NELLO Fix and the LOCKS Fix due to the decommissioning of the Charlotte VOR/DME and the Foothills VOR/DME.

As amended, the airway extends between the Montgomery VORTAC and the HEFIN Fix.

V-454: Prior to this final rule, V-454 extended between the Brookley, AL (BFM), VORTAC and the Monroeville, AL (MVC), VORTAC; and between the intersection of the Charlotte VOR/DME 034° and the Liberty VORTAC 253° radials and the Liberty VORTAC.

Due to the decommissioning of the Charlotte VOR/DME, the radials that made up the GIZMO Fix changed to the intersection of the Barretts Mountain VOR/DME 124° and the Liberty VORTAC 253° radials, preserving its location. The FAA updated the route description of VOR Federal Airway V-454 with the new radials that define the GIZMO Fix. As amended, the airway extends between the Brookley VORTAC and the Monroeville VORTAC; and between the intersection of the Barretts Mountain VOR/DME 124° and the Liberty VORTAC 253° radials and the Liberty VORTAC.

V-605: Prior to this final rule, V-605 extended between the Holston Mountain VORTAC and the Spartanburg VORTAC. In the route description of VOR Federal Airway V-605, between the Holston Mountain VORTAC and the Spartanburg VORTAC, is a turn point listed as the intersection of the Holston Mountain 171° and Spartanburg VORTAC 358° radials (GENOD Fix).

Due to the decommissioning of the Holston Mountain VORTAC and the relocation of the Spartanburg VORTAC, the radials that made up the GENOD Fix changed to the intersection of the Barretts Mountain VOR/DME 241° and the Spartanburg VORTAC 001° radials, preserving its location. The FAA updated the route description of VOR Federal Airway V-605 with the new radials that define the GENOD Fix. The FAA removed the airway segment between the GENOD Fix and the Holston Mountain VORTAC due to the decommissioning of the Holston Mountain VORTAC. Additionally, the FAA corrected the legal description of the airway to show the direction of the airway from south to north. As amended, the airway extends between the Spartanburg VORTAC and the GENOD Fix.

The NAVAID radials listed in the ATS route description regulatory text of this final rule are stated in degrees True north.

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 rulemaking action of amending domestic VOR Federal Airways V-16, V-35, V-37, V-53, V-133, V-136, V-143, V-259, V-310, V-364, V-409, V-415, V-454, and V-605 due to the decommissioning of the Charlotte, NC (CLT), VOR/DME; Foothills, SC (ODF), VOR/DME; Holston Mountain, TN (HNV), VORTAC; and the relocation of the Spartanburg, SC (SPA), VORTAC qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and in accordance with 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(b), which categorically excludes from further environmental impact review “Actions regarding establishment of jet routes and Federal airways (see 14 CFR 71.15, *Designation of jet routes and VOR Federal airways*) . . .” As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with the FAA’s NEPA implementation policy and procedures regarding extraordinary circumstances, the FAA has reviewed this action for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis. 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 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal Airways.

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V–16 [Amended]

From Los Angeles, CA; Paradise, CA; Palm Springs, CA; Blythe, CA; Buckeye, AZ; Phoenix, AZ; INT Phoenix 155° and Stanfield, AZ, 105° radials; Tucson, AZ; San Simon, AZ; INT San Simon 119° and Columbus, NM, 277° radials; Columbus, El Paso, TX; Salt Flat, TX; Wink, TX; INT Wink 066° and Big Spring, TX, 260° radials; Big Spring; Abilene, TX; Bowie, TX; Bonham, TX; Paris, TX; Texarkana, AR; Pine Bluff, AR; Marvell, AR; to Holly Springs, MS. From Shelbyville, TN; Hinch Mountain, TN; Volunteer, TN; to INT Volunteer 069° and Snowbird, TN, 329° radials. From Lynchburg, VA; Flat Rock, VA; to Richmond, VA. From Smyrna, DE; Cedar Lake, NJ; Coyle, NJ; INT Coyle 036° and Kennedy, NY, 209° radials; Kennedy; INT Kennedy 040° and Calverton, NY, 261° radials; Calverton; to INT Calverton 044° and Madison, CT, 142° radials. The airspace within Mexico and the airspace below 2,000 feet MSL outside the United States is excluded. The airspace within Restricted Areas R–5002A, R–5002C, R–5002D, and R–5002F is excluded when active.

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V–35 [Amended]

From Lee County, FL; INT Lee County 326° and St. Petersburg, FL, 152° radials; to St. Petersburg. From INT Dublin, GA, 309° and Athens, GA, 195° radials; Athens; Electric City, SC; to Sugarloaf Mountain, NC. From Glade Spring, VA; Charleston, WV; INT Charleston 051° and Elkins, WV, 264° radials;

Clarksburg, WV; to Morgantown, WV. From Philipsburg, PA; to Stonyfork, PA.

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V–37 [Amended]

From Craig, FL; Brunswick, GA; INT Brunswick 014° and Savannah, GA, 177° radials; Savannah; Allendale, SC; Columbia, SC; to INT Columbia 004° and Chesterfield, SC, 240° radials. From Pulaski, VA; Elkins, WV; Clarksburg, WV; INT Clarksburg 359° and Ellwood City, PA, 185° radials; to Ellwood City.

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V–53 [Amended]

From Charleston, SC to Columbia, SC. From Lexington, KY; Louisville, KY; INT Louisville 333° and Brickyard, IN, 170° radials; to Brickyard. The airspace within R–3401B is excluded when active.

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V–133 [Amended]

From INT Sugarloaf Mountain, NC, 087° and Barretts Mountain, NC, 197° radials; Barretts Mountain; to Charleston, WV. From Saginaw, MI; Traverse City, MI; Escanaba, MI; Sawyer, MI; to Houghton, MI. From International Falls, MN; to Red Lake, ON, Canada. The airspace within Canada is excluded.

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V–136 [Amended]

From Hinch Mountain, TN; INT Hinch Mountain 100° and Volunteer, TN, 243° radials; Volunteer; to Snowbird, TN. From Pulaski, VA; INT Pulaski 094° and South Boston, VA, 295° radials; South Boston; Raleigh-Durham, NC; Fayetteville, NC; to Grand Strand, SC.

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V–143 [Amended]

From INT Barretts Mountain, NC, 124° and Greensboro, NC, 228° radials; Greensboro; Lynchburg, VA; Montebello, VA; INT Montebello 031° and Martinsburg, WV, 216° radials; Martinsburg; Lancaster, PA; Pottstown, PA; to Yardley, PA.

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V–259 [Amended]

From Grand Strand, SC; Florence, SC; Chesterfield, SC; to INT Chesterfield 314° and Fayetteville, NC, 267° radials.

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V–310 [Amended]

From Louisville, KY, to London, KY. From Greensboro, NC; INT Greensboro 105° and Raleigh-Durham, NC, 275° radials; Raleigh-Durham; Tar River, NC; to Elizabeth City, NC.

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V–364 [Amended]

From INT Barretts Mountain, NC, 197° and Sugarloaf Mountain, NC, 087° radials; to Sugarloaf Mountain.

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V–409 [Amended]

From INT Chesterfield, SC, 346° and Liberty, NC, 228° radials; Liberty; to Raleigh-Durham, NC.

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V–415 [Amended]

From Montgomery, AL, to INT Montgomery 029° and Gadsden, AL, 124° radials.

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V–454 [Amended]

From Brookley, AL; to Monroeville, AL. From INT Barretts Mountain, NC, 124° and Liberty, NC, 253° radials; to Liberty.

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V–605 [Amended]

From Spartanburg, SC, to INT Spartanburg 001° radials and Barretts Mountain, NC, 241° radials.

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Issued in Washington, DC, on October 7, 2026.

Brian Eric Konie,

Acting Manager, Airspace Regulation Group.

[FR Doc. 2026–20987 Filed 10–13–26; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA–2026–12475; Airspace Docket No. 26–ASO–14]

RIN 2120–AA66

Amendment of Boundaries for Restricted Areas R–5301, R–5302B, and R–5302C; NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends geographic coordinates for boundary points listed in the airspace descriptions for restricted areas R–5301, R–5302B, and R–5302C to correct minor discrepancies that resulted in gaps and overlaps between the areas. This action does not expand any external boundaries or change any altitudes, times of designation, or activities conducted within the restricted areas.

DATES: Effective date 0901 UTC, December 24, 2026.

ADDRESSES: A copy of 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