DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2026–14030; Airspace Docket No. 26–AEA–12]

RIN 2120–AA66

Amendment of Domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways V–44, V–170, and V–312; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend domestic VOR Federal Airways V–44, V–170, and V–312 in the eastern United States. The FAA is proposing these actions due to the planned decommissioning of the Andrews, MD (ADW), VOR/Tactical Air Navigation (VORTAC).

DATES: Comments must be received on or before December 21, 2026.

ADDRESSES: Send comments identified by FAA Docket No. FAA–2026–14030 and Airspace Docket No. 26–AEA–12 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; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W58–213, West Building, 5th Floor, Washington, DC 20590.

* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

* *Fax:* Fax comments to Docket Operations at (202) 493–2251.

Docket: Background documents or comments received may be read at *www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W58–213 of the West Building, 5th Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11M, 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 would amend the route structure to maintain the efficient flow of air traffic within the National Airspace System (NAS).

Comments Invited

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which can be reviewed at *www.dot.gov/privacy.*

Availability of Rulemaking Documents

An electronic copy of this document may be downloaded through the internet at *www.regulations.gov.* Recently published rulemaking documents can also be accessed through the FAA's web page at *www.faa.gov/air_traffic/publications/airspace_amendments/.*

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Avenue, College Park, GA 30337.

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 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

The FAA is planning to decommission the Andrews, MD (ADW), VORTAC on August 5, 2027. The FAA determined the Andrews VORTAC should be decommissioned to reduce the dependency on ground-based navigation facilities and legacy en-route structure as the NAS continues to transition to a more efficient Performance Based Navigation (PBN) route structure. The Air Traffic Service (ATS) routes affected by the planned navigational aid (NAVAID) decommissioning are VOR Federal Airways V–44, V–170, and V–312. With

the planned decommissioning of the Andrews VORTAC, the remaining ground-based NAVAID coverage in the area is insufficient to enable the continuity of the affected ATS routes. This lack of continuity necessitates the proposed amendments to V–44, V–170, and V–312 by removing portions of the airways that would lack coverage.

To overcome the proposed modifications to the affected routes, instrument flight rules (IFR) traffic could use adjacent VOR Federal Airways V–33, V–93, V–123, V–166, V–268, V–378, V–379, and V–499 or receive air traffic control (ATC) radar vectors to fly through or circumnavigate the affected area. Additionally, IFR pilots with Area Navigation (RNAV)-equipped aircraft could also use the adjacent RNAV Routes T–224, T–287, T–291, T–295, T–307, T–315, T–320, T–335, T–356, T–358, T–447, and T–476 or navigate point-to-point using the existing waypoints that will remain in place to support continued operations through the affected area. Visual flight rules (VFR) pilots who elect to navigate via airways through the affected area could also take advantage of the ATC services listed previously.

The Proposal

The FAA is proposing an amendment to 14 CFR part 71 that would modify domestic VOR Federal Airways V–44, V–170, and V–312 to support the planned decommissioning of the Andrews VORTAC.

V–44: V–44 currently extends between the Columbia, MO (COU), VOR/Distance Measuring Equipment (VOR/DME) and the Centralia, IL (ENL), VORTAC; and between the Parkersburg, WV (JPU), VOR/DME and the Albany, NY (ALB), VORTAC. The airspace below 2,000 feet mean sea level (MSL) outside the United States is excluded.

The FAA proposes to remove the segment of the airway that extends between the Martinsburg, WV (MRB), VORTAC and the intersection of the Baltimore, MD (BAL), VORTAC 122° and Sea Isle, NJ (SIE), VORTAC 267° radials due to the planned decommissioning of the Andrews VORTAC. As amended, the airway would extend between the Columbia, MO (COU), VOR/DME and the Centralia VORTAC; between the Parkersburg VOR/DME and the Martinsburg VORTAC; and between the Sea Isle VORTAC and the Albany VORTAC. The airspace below 2,000 feet MSL outside the United States is excluded.

V–170: V–170 currently extends between the Jamestown, ND (JMS), VOR/DME and the Badger, WI (BAE), VOR/DME; and between the Slate Run, PA (SLT), VORTAC and the intersection of the Andrews VORTAC 060° and Baltimore VORTAC 165° radials. The airspace within R–5802 is excluded when R–5802 is active.

The FAA proposes to remove the segment of the airway that extends between the intersection of the Dupont, DE (DQO), VORTAC 223° and the Andrews VORTAC 060° radials; and the intersection Andrews VORTAC 060° and Baltimore VORTAC 165° radials due to the planned decommissioning of the Andrews VORTAC. As amended, the airway would extend between the Jamestown, ND (JMS), VOR/DME and the Badger VOR/DME; and between the Slate Run VORTAC and the Dupont VORTAC. The airspace within R–5802 is excluded when R–5802 is active.

V–312: V–312 currently extends between the intersection of the Andrews VORTAC 060° and Baltimore VORTAC 165° radials and the intersection of the Coyle, NJ (CYN), VORTAC 090° and Kennedy, NY (JFK), VOR/DME 154° radials. The airspace within R–5002D is excluded when R–5002D is active, and the airspace below 2,000 feet MSL outside the United States is excluded.

The FAA proposes to remove the segment of the airway that extends between the intersection of the Andrews VORTAC 060° and Baltimore VORTAC 165° radials and the intersection of the Andrews VORTAC 060° and Woodstown, NJ (ODD), VORTAC 230° radials. As amended, the airway would extend between the Woodstown VORTAC and the intersection of the Coyle VORTAC 090° and Kennedy VOR/DME 154° radials. The airspace within R–5002D is excluded when R–5002 is active, and the airspace below 2,000 feet MSL outside the United States is excluded.

The full proposed descriptions of the above routes are set forth below in the proposed text amendments to part 71. The NAVAID radials listed in the VOR Federal airway description regulatory text of this NPRM are stated in degrees True north.

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, ''Policies and Procedures for Rulemakings'' (March 10, 2025); and (3) is expected to result in, at most, de minimis costs from compliance with applicable operating requirements or minor flight rerouting for operators choosing to navigate around the controlled airspace. Since these proposed amendments are routine and the expected impact to operators is de minimis, the FAA certifies that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1G, ''*FAA National Environmental Policy Act Implementing Procedures*'' prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

■ 1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(f), 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389.

§ 71.1 [Amended]

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order JO 7400.11M, 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.

* * * * *

V–44 [Amended]

From Columbia, MO; INT Columbia 131° and Foristell, MO, 262° radials; Foristell; to Centralia, IL. From Parkersburg, WV; Morgantown, WV; to Martinsburg, WV. From Sea Isle; INT Sea Isle 040° and Deer Park, NY, 209° radials; Deer Park; INT Deer Park 041° and Bridgeport, CT, 133° radials; Bridgeport; INT Bridgeport 324° and Pawling, NY, 160° radials; Pawling; INT Pawling 342° and Albany, NY, 181° radials; to Albany. The airspace below 2,000 feet MSL outside the United States is excluded.

* * * * *

V–170 [Amended]

From Jamestown, ND; Aberdeen, SD; to Sioux Falls, SD. From Rochester, MN;

Nodine, MN; Dells, WI; INT Dells 097° and Badger, WI, 304° radials; to Badger. From Slate Run, PA; Selinsgrove, PA; Ravine, PA; INT Ravine 125° and Modena, PA, 318° radials; Modena; to Dupont, DE. The airspace within R–5802 is excluded when active.

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V–312 [Amended]

From Woodstown, NJ; INT Woodstown 065° and Coyle, NJ, 264° radials; Coyle; INT Coyle 090° and Kennedy, NY, 154° radials. The airspace within R–5002D is excluded when active, and the airspace below 2,000 feet MSL outside the United States is excluded.

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

Brian Eric Konie,

Acting Manager, Airspace Regulation Group.

[FR Doc. 2026–22464 Filed 11–3–26; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 158

[Docket No.: FAA–2022–1315; Notice No. 26–19]

RIN 2120–AL86

Update and Clarification of the Passenger Facility Charge Regulations

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: Supplemental notice of proposed rulemaking (SNPRM).

SUMMARY: On September 27, 2023 FAA published a notice of proposed rulemaking (NPRM) to amend its Passenger Facility Charge (PFC) regulations to implement congressionally mandated changes to an existing pilot program within the PFC program. FAA also proposed to reaffirm existing program requirements and update or remove obsolete references within the PFC regulations. Following publication of the NPRM and before FAA issued a final rule, the FAA Reauthorization Act of 2024 (the 2024 Act) was signed into law on May 16, 2024. Several sections of the 2024 Act necessitate changes to PFC regulations or modifications to proposals made in the NPRM. As such, FAA now issues this supplemental proposal addressing: PFC turnback reductions; two new PFC-eligible projects; restrictions to PFC-eligible projects; FAA's timeline for review and acknowledgement of notice of intent (NOI) submissions; PFC streamlining review eligibility; and PFC submittal requirements. This proposal aligns with the requirements established by the 2024 Act.

DATES: Send comments on or before January 4, 2027.

ADDRESSES: Send comments identified by docket number FAA–2022–1315 using any of the following methods:

- *Federal eRulemaking Portal:* Go to *http://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 W12–140, West Building Ground Floor, Washington, DC 20590–0001.
- *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12–140 of the West Building Ground 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.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to 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.*

Docket: Background documents or comments received may be read at *http://www.regulations.gov* at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: For technical questions concerning this action, contact Carlos Fields, Airports Policy Branch, APP–510, Department of Transportation/FAA/ARP, Mailstop E53–120, 1200 New Jersey Ave. SE, Washington, DC 20590; Telephone (202) 267–8826; email *carlos.fields@faa.gov*.

SUPPLEMENTARY INFORMATION:

List of Abbreviations and Acronyms Frequently Used in This Document

AIP–Airport Improvement Program
ALP–Airport Layout Plan
CBI–Confidential Business Information
CFR–Code of Federal Regulations
DOT–U.S. Department of Transportation
FAA–Federal Aviation Administration
FOIA–Freedom of Information Act
ICAO–International Civil Aviation Organization
IRFA–Initial Regulatory Flexibility Analysis
NEPA–National Environmental Policy Act
NOI–Notice of Intent
NPIAS–National Plan of Integrated Airport Systems
NPRM–Notice of Proposed Rulemaking
OIG–Office of Inspector General
OMB–Office of Management and Budget
PFC–Passenger Facility Charge
RFA–Regulatory Flexibility Act
RIA–Regulatory Impact Analysis
SBA–Small Business Administration
U.S.C.–United States Code

I. Authority for This Rulemaking

FAA's authority to issue rules on aviation safety is found in 49 U.S.C. 106, which describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of FAA's authority. Formerly, 49 U.S.C. 106(g) outlined the duties and powers of the FAA Administrator. The FAA Reauthorization Act of 2024 reserved 49 U.S.C. 106(g) and revised section 106(f) to include the Administrator's duties and powers; therefore, in this SNPRM, FAA revised the affected authority citations by citing to section 106(f) instead of section 106(g).

This rulemaking is issued under the authority described in subtitle VII, part A, subpart I, section 40117. Under that section, FAA is charged with prescribing regulations to impose a PFC to finance eligible airport-related projects. This regulation is within the scope of that authority.

This rulemaking is also promulgated pursuant to 49 U.S.C. 106(f), 40117, 40116, 47106, 47107, 47111, 47114–47116, 47139, 47524, and 47526.

Finally, this rulemaking is issued pursuant to sections 713, 743, 775, 776, and 782 of the FAA Reauthorization Act of 2024 (the 2024 Act), Public Law 118–63 (May 16, 2024).

II. Executive Summary

A. Overview of the SNPRM

The 2024 Act modified a number of provisions impacting the PFC program regulations. As such, this SNRPM proposes changes to 14 CFR part 158 and certain proposals made in the September 2023 NPRM to align with the 2024 Act's new requirements. Specifically, these proposals address: PFC turnback reductions; two new PFC-eligible projects; restrictions on PFC-eligible projects; FAA's timeline for review and acknowledgement of NOI submissions; PFC streamlining review eligibility; and PFC submittal requirements.

B. Statement of the Problem

The purpose of this SNPRM is to propose changes to the PFC regulations to address requirements enacted by the