

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2024-2588; Airspace  
Docket No. 24-AGL-17]

RIN 2120-AA66

**Amendment of Jet Routes J-26, J-64  
and J-181, and VOR Federal Airways  
V-10 and V-156; and Revocation of  
VOR Federal Airway V-262 in the  
Vicinity of Bradford, IL**

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking  
(NPRM).

**SUMMARY:** This action proposes to amend Jet Routes J-26, J-64, and J-181, and Very High Frequency Omnidirectional Range (VOR) Federal Airways V-10 and V-156; and to revoke VOR Federal Airway V-262. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Bradford, IL (BDF), VOR/Tactical Air Navigation (VORTAC) navigational aid (NAVAID). The Bradford VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

**DATES:** Comments must be received on or before January 23, 2025.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2024-2588 and Airspace Docket No. 24-AGL-17 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](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.

*Docket:* Background documents or comments received may be read at [www.regulations.gov](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.

FAA Order JO 7400.11J, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington DC 20597; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Colby Abbott, Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; 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 modify the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

**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](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

**Availability of Rulemaking Documents**

An electronic copy of this document may be downloaded through the internet at [www.regulations.gov](http://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/](http://www.faa.gov/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX, 76177.

**Incorporation by Reference**

Jet Routes are published in paragraph 2004 and 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 7400.11J, dated July 31, 2024, and effective September 15, 2024. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**Background**

The FAA is planning to decommission the VOR portion of the Bradford, IL, VORTAC in August 2025. The Bradford VOR is one of the candidate VORs identified for discontinuance by the FAA's VOR MON program and listed in the Final policy statement notice, "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), Docket No. FAA-2011-1082.

Although the VOR portion of the Bradford VORTAC is planned for decommissioning, the co-located Tactical Air Navigation (TACAN) portion of the NAVAID is being retained. The TACAN would continue to provide navigational service for military operations and Distance Measuring Equipment (DME) service supporting current and future NextGen PBN flight procedure requirements.

The Air Traffic Service (ATS) routes affected by the planned decommissioning of the Bradford VOR are J-26, J-64, J-181, V-10, V-156, and V-262. With the planned decommissioning of the Bradford VOR, the remaining ground-based NAVAID coverage in the area is insufficient to enable the continuity of the affected routes. As such, proposed modifications to J-26, J-181, and V-156 would result in the ATS routes being shortened; to J-64 and V-10 would result in an existing gap in the ATS routes being expanded; and to V-262 would result in the airway being revoked.

To address the proposed amendments and revocation to the affected ATS routes, instrument flight rules (IFR) traffic could use Jet Routes J-18, J-87, J-96, and J-232 in the high-altitude stratum or use VOR Federal Airways V-8, V-38, V-48, and V-434 in the low-altitude stratum to navigate around the area affected by the planned decommissioning of the Bradford VOR. Additionally, IFR pilots with Area Navigation (RNAV)-equipped aircraft could navigate using RNAV Route Q-42 in the high-altitude stratum and RNAV Routes T-215, T-325 and T-354 in the low-altitude stratum, or point-to-point using the existing Fixes and Waypoints (WP) that would remain in place to support continued operations though the affected area. Visual flight rules pilots who elect to navigate via the affected ATS routes could also take advantage of the adjacent conventional routes and airways listed above, as well as the listed RNAV routes and point-to-point navigation, if properly equipped. Lastly, all aircraft have the option to request and receive radar vectors from air traffic control to transit the affected area as well.

### The Proposal

The FAA is proposing an amendment to 14 CFR part 71 by amending Jet

Routes J-26, J-64, and J-181, and VOR Federal Airways V-10 and V-156; and revoking VOR Federal Airway V-262. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Bradford, IL, VORTAC NAVAID. The proposed ATS route actions are described below.

*J-26:* J-26 currently extends between the Ciudad Juarez, Mexico, VOR/DME and the Joliet, IL, VOR/DME. The airspace within Mexico is excluded. The FAA proposes to remove the route segment between the Kirksville, MO, VORTAC and the Joliet VOR/DME. As amended, the route would be changed to extend between the Ciudad Juarez, Mexico, VOR/DME and the Kirksville VORTAC. The airspace within Mexico would remain excluded.

*J-64:* J-64 currently extends between the Los Angeles, CA, VORTAC and the Hill City, KS, VORTAC; and between the Lamoni, IA, VOR/DME and the intersection of the Ravine, PA, VORTAC 102° and Lancaster, PA, VOR/DME 044° radials (SARAA Fix). The FAA proposes to remove the route segment between the Lamoni VOR/DME and the Fort Wayne, IN, VORTAC. As amended, the route would be changed to extend between the Los Angeles VORTAC and the Hill City VORTAC, and between the Fort Wayne VORTAC and the intersection of the Ravine VORTAC 102° and Lancaster VOR/DME 044° radials (SARAA Fix).

*J-181:* J-181 currently extends between the Ranger, TX, VORTAC and the Okmulgee, OK, VOR/DME; and between the Hallsville, MO, VORTAC and the Bradford, IL, VORTAC. The FAA proposes to remove the route segment between the Hallsville VORTAC and the Bradford VORTAC. As amended, the route would be changed to extend between the Ranger VORTAC and the Okmulgee VOR/DME.

*V-10:* V-10 currently extends between the Pueblo, CO, VORTAC and the intersection of the Bradford, IL, VORTAC 058° and Joliet, IL, VOR/DME 287° radials (PLANO Fix); and between the intersection of the Chicago Heights, IL, VORTAC 358° and Gipper, MI, VORTAC 271° radials (NILES Fix) and the Gipper VORTAC. The FAA proposes to remove the airway segment between the Burlington, IA, VOR/DME and the intersection of the Bradford VORTAC 058° and Joliet VOR/DME 287° radials (PLANO Fix). Additionally, the FAA proposes to remove the legacy airway floor altitude information in the description between the Pueblo VORTAC and the Lamar, CO, VOR/DME route points as it is no longer required. As amended, the airway would be changed to extend between the Pueblo

VORTAC and the Burlington VOR/DME, and between the intersection of the Chicago Heights VORTAC 358° and Gipper VORTAC 271° radials (NILES Fix) and the Gipper VORTAC.

*V-156:* V-156 currently extends between the Cedar Rapids, IA, VOR/DME and the Peotone, IL, VORTAC. The FAA proposes to remove the airway segment between the Moline, IL, VOR/DME and the Peotone VORTAC. As amended, the airway would be changed to extend between the Cedar Rapids VOR/DME and the Moline VOR/DME.

*V-262:* V-262 currently extends between the Peoria, IL, VORTAC and the Joliet, IL, VOR/DME. The FAA proposes to remove the airway in its entirety. However, the airway segment between the intersection of the Bradford, IL, VORTAC 085° and Joliet VOR/DME 204° radials (MOTIF Fix) and the Joliet VOR/DME would remain as V-69 and V-586.

All NAVAID radials listed in the ATS route descriptions in the regulatory text of this notice of proposed rulemaking are unchanged and 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 Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified 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 1050.1F, “Environmental Impacts: Policies and 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); 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 7400.11], Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

*Paragraph 2004 Jet Routes.*

\* \* \* \* \*

**J-26 [Amended]**

From Ciudad Juarez, Mexico; El Paso, TX; INT El Paso 070° and Chisum, NM, 215° radials; Chisum; Panhandle, TX; Mitbee, OK; Wichita, KS; Kansas City, MO; to Kirksville, MO. The airspace within Mexico is excluded.

\* \* \* \* \*

**J-64 [Amended]**

From Los Angeles, CA; INT Los Angeles 083° and Hector, CA, 226° radials; Hector; Peach Springs, AZ; Tuba City, AZ; Rattlesnake, NM; Pueblo, CO; to Hill City, KS. From Fort Wayne, IN; Ellwood City, PA; Ravine, PA; to INT Ravine 102° and Lancaster, PA, 044° radials.

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**J-181 [Amended]**

From Ranger, TX; to Okmulgee, OK.

\* \* \* \* \*

*Paragraph 6010(a) Domestic VOR Federal Airways.*

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**V-10 [Amended]**

From Pueblo, CO; Lamar, CO; Garden City, KS; Dodge City, KS; Hutchinson, KS; Emporia, KS; INT Emporia 063° and Napoleon, MO, 243° radials; Napoleon; Kirksville, MO; to Burlington, IA. From INT Chicago Heights, IL, 358° and Gipper, MI, 271° radials; to Gipper.

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**V-156 [Amended]**

From Cedar Rapids, IA; to Moline, IL.

\* \* \* \* \*

**V-262 [Removed]**

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Issued in Washington, DC, on December 3, 2024.

**Richard Lee Parks,**

*Manager (A), Rules and Regulations Group.*

[FR Doc. 2024–28725 Filed 12–6–24; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2024–2573; Airspace Docket No. 23–AGL–20]

**RIN 2120-AA66**

**Amendment of Jet Route J–538 and VOR Federal Airways V–129; Establishment of Canadian RNAV Routes Q–828, Q–945, Q–971, and T–797; and Revocation of Jet Routes J–483 and J–562; Northcentral United States**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend Jet Route J–538 and Very High Frequency Omnidirectional Range (VOR) Federal Airway V–129; establish Canadian Area Navigation (RNAV) Routes Q–828, Q–945, Q–971, and T–797 within United States (U.S.) airspace; and revoke Jet Routes J–483 and J–562.

The FAA is proposing this action due to NAV CANADA’s decommissioning of the Sioux Narrows (VBI), Ontario (ON), Canada, Very High Frequency Omnidirectional Range (VOR)/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID) and the planned decommissioning of the Lumsden (VLN), Saskatchewan (SK), Canada, VOR/Tactical Air Navigation (VORTAC) and Brandon (YBR), Manitoba (MB), Canada, VORTAC NAVAIDs. This action is proposed in support of NAV CANADA’s NAVAID Modernization Program within Canada.

**DATES:** Comments must be received on or before January 23, 2025.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA–2024–2573 and Airspace Docket No. 23–AGL–20 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](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.

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**SUPPLEMENTARY INFORMATION:**

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