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SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the **Federal Register** (90 FR 42531; September 3, 2025) amending VOR Federal Airways V-55, V-100, and V-277. Subsequent to the publication of that final rule, the FAA discovered a final rule previously published in the **Federal Register** (90 FR 14197; March 31, 2025), amending VOR Federal Airway V-55 in the vicinity of Goshen, IN. The amendment revoked a segment of the airway between the Fort Wayne, IN, VOR/Tactical Air Navigation (VORTAC) and the Gipper, MI, VORTAC. However, these changes were not reflected in the later-published final rule that is now being corrected. Specifically, in this now-corrected airspace action, the segment of V-55 between the Fort Wayne, IN, VORTAC and the Gipper, MI, VORTAC was included in the description despite having been previously revoked. This action corrects this error by removing the segment of V-55 between the Fort Wayne VORTAC and the Gipper VORTAC from the airway description. No other portion of the airway is affected by this rule.

Correction to the Final Rule

Accordingly, pursuant to the authority delegated to me, in Docket No. FAA-2025-0141 as published in the **Federal Register** on September 3, 2025 (90 FR 42531), FR Doc. 2025-16888, is corrected as follows:

On page 42533, in the first column, in the line directly below the bolded text “V-55 [Amended]”, replace the text “From Dayton, OH; Fort Wayne, IN; Goshen, IN; to Gipper, MI.” with “From Dayton, OH; to Fort Wayne, IN.”.

Issued in Washington, DC, on November 13, 2025.

Alex W. Nelson,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2025-20028 Filed 11-14-25; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA-2025-2760; Airspace Docket No. 25-ASW-6]

RIN 2120-AA66

Renaming of Restricted Areas R-6302A, R-6302B, R-6302C, R-6302D, and R-6302E; Fort Cavazos, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action is an administrative change to rename restricted areas R-6302A, R-6302B, R-6302C, R-6302D, and R-6302E; Fort Cavazos, TX, and to update the using agency description to reflect the change. This action does not alter airspace boundaries or impose additional operating requirements on users of the affected airspace.

DATES: Effective date 0901 UTC, January 22, 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 may also be downloaded from www.federalregister.gov.

FOR FURTHER INFORMATION CONTACT:

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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 updates the information in the airspace descriptions of restricted areas R-6302A, R-6302B,

R-6302C, R-6302D, and R-6302E; Fort Cavazos, TX.

History

On June 11, 2025, the Secretary of the Army directed the U.S. Army to change the name of “Fort Cavazos, TX” by redesignating it as, “Fort Hood, TX.” Consequently, this rulemaking action implements the requisite changes to part 73 by updating the airspace descriptions of restricted areas R-6302A, R-6302B, R-6302C, R-6302D, and R-6302E to reflect the new name.

The Rule

This action amends 14 CFR part 73 by updating the airspace titles and using agency descriptions for restricted areas R-6302A, R-6302B, R-6302C, R-6302D, and R-6302E by removing the name “Fort Cavazos, TX” and replacing it with “Fort Hood, TX.” The using agency for all five restricted areas is changed to the “U.S. Army, Commanding General, III Armored Corps and Fort Hood, Fort Hood, TX.”

Good Cause for Bypassing Notice and Comment

Under 5 U.S.C. 553, federal agencies engaged in informal rulemaking must provide the public with a notice of proposed rulemaking and an opportunity for public participation. However, 5 U.S.C. 553(b)(B) exempts a rule from these requirements “when the agency for good cause finds (and incorporates the finding and a brief statement of reasons therefor in the rules issued) that notice and public procedure thereon are impracticable, unnecessary, or contrary to the public interest.” Courts have construed these exceptions narrowly, but have nonetheless accepted determinations of good cause that notice and comment is unnecessary in “those situations in which the administrative rule is a routine determination, insignificant in nature and impact, and inconsequential to the industry and to the public.” See *Mack Trucks, Inc. v. EPA*, 682 F.3d 87, 94 (D.C. Cir. 2012). This action consists of administrative name changes and minor technical amendments only. It does not affect the boundaries, altitudes, time of designation, operating requirements, or activities conducted in the restricted areas. Therefore, FAA has determined that good cause exists to find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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 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 only affects air traffic procedures and air navigation, it is certified 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 action of making administrative name changes to the geographic location and using agency information of restricted areas R-6302A, R-6302B, R-6302C, R-6302D, and R-6302E 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(d)—Modification of the technical description of special use airspace (SUA) that does not alter the dimensions, altitudes, or times of designation of the airspace (such as changes in designation of the controlling or using agency, or correction of typographical errors). 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 73

Airspace, Prohibited areas, Restricted areas.

The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 73 as follows:

PART 73—SPECIAL USE AIRSPACE

- 1. The authority citation for 14 CFR part 73 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.

§ 73.63 Texas (TX) [Amended]

- 2. Section 73.63 is amended as follows:

* * * * *

R-6302A Fort Cavazos, TX [Removed]

R-6302B Fort Cavazos, TX [Removed]

R-6302C Fort Cavazos, TX [Removed]

R-6302D Fort Cavazos, TX [Removed]

R-6302E Fort Cavazos, TX [Removed]

R-6302A Fort Hood, TX [New]

Boundaries. Beginning at lat. 31°09’01” N, long. 97°45’01” W; to lat. 31°10’01” N, long. 97°48’01” W; to lat. 31°14’15” N, long. 97°50’33” W; to lat. 31°18’25” N, long. 97°48’48” W; to lat. 31°18’23” N, long. 97°45’43” W; to lat. 31°20’00” N, long. 97°45’23” W; to lat. 31°22’09” N, long. 97°43’27” W; to lat. 31°22’08” N, long. 97°41’56” W; to lat. 31°21’01” N, long. 97°41’01” W; to lat. 31°20’01” N, long. 97°41’01” W; to lat. 31°14’01” N, long. 97°33’01” W; to lat. 31°08’01” N, long. 97°37’01” W; to lat. 31°08’01” N, long. 97°39’01” W; to lat. 31°10’01” N, long. 97°41’01” W; to lat. 31°09’01” N, long. 97°43’31” W; to the point of beginning.

Designated altitudes. Surface to, but not including 30,000 feet MSL.

Time of designation. Continuous.

Controlling agency. FAA, Houston ARTCC.

Using agency. U.S. Army, Commanding General, III Armored Corps and Fort Hood, Fort Hood, TX.

R-6302B Fort Hood, TX [New]

Boundaries. Beginning at lat. 31°14’01” N, long. 97°33’01” W; to lat. 31°06’01” N, long. 97°33’01” W; to lat. 31°08’01” N, long. 97°39’01” W; to lat. 31°08’01” N, long. 97°37’01” W; to the point of beginning.

Designated altitudes. Surface to 11,000 feet MSL.

Time of designation. 1800–0600 local time, Monday–Saturday; other times by NOTAM.

Controlling agency. FAA, Houston ARTCC.

Using agency. U.S. Army, Commanding General, III Armored Corps and Fort Hood, Fort Hood, TX.

R-6302C Fort Hood, TX [New]

Boundaries. Beginning at lat. 31°09’01” N, long. 97°45’01” W; to lat. 31°09’01” N, long. 97°55’01” W; to lat. 31°16’01” N, long. 97°54’01” W; to lat. 31°19’01” N, long. 97°51’01” W; to lat. 31°18’25” N, long. 97°48’48” W; to lat. 31°14’15” N, long. 97°50’33” W; to lat. 31°10’01” N, long. 97°48’01” W; to the point of the beginning.

Designated altitudes. Surface to, but not including 30,000 feet MSL.

Time of designation. 0700–1900 local time, Monday–Friday; other times by NOTAM.

Controlling agency. FAA, Houston ARTCC.

Using agency. U.S. Army, Commanding General, III Armored Corps and Fort Hood, Fort Hood, TX.

R-6302D Fort Hood, TX [New]

Boundaries. Beginning at lat. 31°18’25” N, long. 97°48’48” W; to lat. 31°19’01” N, long. 97°51’01” W; to lat. 31°24’01” N, long. 97°48’01” W; to lat. 31°23’01” N, long. 97°43’01” W; to lat. 31°22’08” N, long. 97°41’56” W; to lat. 31°22’09” N, long. 97°43’27” W; to lat. 31°20’00” N, long. 97°45’23” W; to lat. 31°18’23” N, long. 97°45’43” W; to the point of the beginning.

Designated altitudes. Surface to, but not including 30,000 feet MSL.

Time of designation. 0700–1900 local time, Monday–Friday; other times by NOTAM.

Controlling agency. FAA, Houston ARTCC.

Using agency. U.S. Army, Commanding General, III Armored Corps and Fort Hood, Fort Hood, TX.

R-6302E Fort Hood, TX [New]

Boundaries. Beginning at lat. 31°22’08” N, long. 97°41’56” W; to lat. 31°21’01” N, long. 97°41’01” W; to lat. 31°20’01” N, long. 97°41’01” W; to lat. 31°14’01” N, long. 97°33’01” W; to lat. 31°08’01” N, long. 97°39’01” W; to lat. 31°10’01” N, long. 97°41’01” W; to lat. 31°09’01” N, long. 97°43’31” W; to lat. 31°09’01” N, long. 97°45’01” W; to lat. 31°10’01” N, long. 97°48’01” W; to lat. 31°14’15” N, long. 97°50’33” W; to lat. 31°18’25” N, long. 97°48’48” W; to lat. 31°18’23” N, long. 97°45’43” W; to lat. 31°20’00” N, long. 97°45’23” W; to lat. 31°22’09” N, long. 97°43’27” W; to the point of beginning.

Designated altitudes. 30,000 feet MSL to 45,000 feet MSL.

Times of designation. By NOTAM 48 hours in advance.

Controlling agency. FAA, Houston ARTCC.

Using agency. U.S. Army,
Commanding General, III Armored
Corps and Fort Hood, Fort Hood, TX.

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Issued in Washington, DC, on November
13, 2025.

Alex W. Nelson,

Acting Manager, Rules and Regulations
Group.

[FR Doc. 2025–20000 Filed 11–14–25; 8:45 am]

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DEPARTMENT OF HOMELAND SECURITY

U.S. Customs and Border Protection

19 CFR Part 122

[CBP Dec. 25–15]

RIN 1651–AB67

Technical Amendment to List of User Fee Airports: Addition of Five Airports, Removal of One Airport

AGENCY: U.S. Customs and Border
Protection (CBP), Department of
Homeland Security.

ACTION: Final rule; technical
amendment.

SUMMARY: This document amends CBP regulations by revising the list of user fee airports. This technical amendment reflects the designation of user fee status for five additional airports: City of Colorado Springs Municipal Airport in Colorado Springs, Colorado; Santa Maria Public Airport District in Santa Maria, California; Tallahassee International Airport in Tallahassee, Florida; Vero Beach Regional Airport in Vero Beach, Florida; and Hillsboro Airport in Hillsboro, Oregon. This document also amends CBP regulations by removing Ontario International Airport in Ontario, California from the list of user fee airports.

DATES: *Effective date:* November 17, 2025.

FOR FURTHER INFORMATION CONTACT:
Ryan Flanagan, Director, Alternative
Funding Program, Office of Field
Operations, U.S. Customs and Border
Protection, at Ryan.H.Flanagan@cbp.dhs.gov or 202–550–9566.

SUPPLEMENTARY INFORMATION:

Background

Title 19, part 122, of the Code of Federal Regulations (19 CFR part 122) sets forth regulations relating to the entry and clearance of aircraft¹ engaged

in international commerce and the transportation of persons and cargo by aircraft in international commerce.² Generally, a civil aircraft arriving from outside the United States must land at an airport designated as an international airport. Alternatively, civil aircraft may request permission to land at a specific airport and, if landing rights are granted, the civil aircraft may land at that landing rights airport.³

Section 236 of the Trade and Tariff Act of 1984 (Pub. L. 98–573, 98 Stat. 2948, 2994 (1984)), codified at 19 U.S.C. 58b, created an alternative option for civil aircraft seeking to land at an airport that is neither an international airport nor a landing rights airport. This alternative option allows the Commissioner of CBP to designate an airport, upon request by the airport authority or other sponsoring entity, as a user fee airport.⁴ Pursuant to 19 U.S.C. 58b, a requesting airport may be designated as a user fee airport only if CBP determines that the volume or value of business at the airport is insufficient to justify the unreimbursed availability of customs services at the airport and the governor of the state in which the airport is located approves the designation. Because the volume or value of business cleared through this type of airport is insufficient to justify the availability of customs services at no cost, customs services provided by CBP at the airport are not funded by appropriations from the general treasury of the United States. Instead, the user fee airport pays for the customs services provided by CBP. The user fee airport

invented, used or designed for navigation or flight in the air and does not include hovercraft. 19 CFR 122.1(a).

² Part 122 of CFR title 19 is issued in relevant part pursuant to the authority of the Secretary of Homeland Security under 19 U.S.C. 1644 and 1644a.

³ A landing rights airport is “any airport, other than an international airport or user fee airport, at which flights from a foreign area are given permission by Customs to land.” 19 CFR 122.1(f).

⁴ Sections 403(1) and 411 of the Homeland Security Act of 2002 (Pub. L. 107–296, 116 Stat. 2135, 2178–79 (2002)), codified at 6 U.S.C. 203(1) and 211, transferred certain functions, including the authority to designate user fee facilities (UFF), from the U.S. Customs Service of the Department of the Treasury to the U.S. Department of Homeland Security. The Secretary of Homeland Security delegated the authority to designate user fee facilities to the Commissioner of CBP. See DHS, Delegation No. 07010.3, Delegation of Authority to the Commissioner of U.S. Customs and Border Protection IIA (Rev. No. 03.2, Incorporating Change 2, Dec. 11, 2024). The Commissioner subsequently delegated the authority to designate new UFFs to the Executive Assistant Commissioner (EAC) of the Office of Field Operations on March 23, 2020. On December 23, 2020, the broader authority to withdraw a facility’s designation as a UFF, as well as execute, amend, or terminate Memorandums of Agreement, was also delegated to the EAC of the Office of Field Operations.

must pay the fees charged, which must be in an amount equal to the expenses incurred by CBP in providing customs and related services at the user fee airport, including the salary and expenses of CBP employees to provide such services. See 19 U.S.C. 58b; see also 19 CFR 24.17(a)–(b).

CBP designates airports as user fee airports in accordance with 19 U.S.C. 58b and 19 CFR 122.15 on a case-by-case basis. If CBP decides that the conditions for designation as a user fee airport are satisfied, a Memorandum of Agreement (MOA) is executed between the Commissioner of CBP (or the Commissioner’s delegate, see footnote 4, above) and the sponsor (the airport authority or other sponsoring entity requesting the designation) of the user fee airport. Pursuant to 19 CFR 122.15(c), the designation of an airport as a user fee airport must be withdrawn if either CBP or the airport authority gives 120 days written notice of termination to the other party or if any amounts due to CBP are not paid on a timely basis.

The list of designated user fee airports is set forth in 19 CFR 122.15(b). Periodically, CBP updates the list to include newly designated airports that were not previously on the list, to reflect any changes in the names of the designated user fee airports, and to remove airports that are no longer designated as user fee airports.

Recent Changes Requiring Updates to the List of User Fee Airports

This document updates the list of user fee airports in 19 CFR 122.15(b) by adding the following five airports: City of Colorado Springs Municipal Airport in Colorado Springs, Colorado; Santa Maria Public Airport District in Santa Maria, California; Tallahassee International Airport in Tallahassee, Florida; Vero Beach Regional Airport in Vero Beach, Florida; and Hillsboro Airport in Hillsboro, Oregon. CBP has signed MOAs with the respective airport authorities designating each of these five airports as a user fee airport.⁵

Additionally, this document updates the list of user fee airports in 19 CFR 122.15(b) by removing one airport: Ontario International Airport in Ontario, California. The airport authority of Ontario International Airport requested to terminate its user fee status on

⁵ The Acting Executive Assistant Commissioner of the Office of Field Operations signed MOAs designating the Santa Maria Public Airport District on July 5, 2024; the City of Colorado Springs Municipal Airport on November 1, 2024; the Tallahassee International Airport on November 1, 2024; the Vero Beach Regional Airport on December 5, 2024; and the Hillsboro Airport on July 24, 2025.

¹ For purposes of this technical rule, an “aircraft” is defined as any device now known, or hereafter