

(IBR) 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) SMA Aero Engines GmbH (SMA) Service Bulletin SB-C182-71-011, Revision No. 01, dated October 20, 2025.

(ii) [Reserved]

(3) For SMA Aero Engines GmbH material identified in this AD, contact SMA Aero Engines GmbH, AM Flugplatz, D-63329 Egelsbach, Germany; phone: +49 6103 4002 678; email: [frederik.lehnert@roeder.aero](mailto:frederik.lehnert@roeder.aero); website: [info@roeder.aero](http://info@roeder.aero).

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. 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](http://www.archives.gov/federal-register/cfr/ibr-locations) or email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov).

Issued on November 10, 2025.

**Steven W. Thompson,**

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

[FR Doc. 2025-19900 Filed 11-13-25; 11:15 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2023-2269; Airspace Docket No. 23-ASO-4]

**RIN 2120-AA66**

### Amendment of Jet Routes and Domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways and Revocation of VOR Federal Airway; Eastern United States; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** The FAA is correcting a final rule published in the **Federal Register** on September 3, 2025. The final rule amends Jet Routes J-6, J-14, J-66, J-101, J-131, and J-180; amends Very High Frequency Omnidirectional Range (VOR) Federal Airways V-54, V-74, V-124, V-305, V-532, and V-573; and revokes VOR Federal Airway V-534 in the eastern United States. This action corrects a typographical error in the route description of VOR Federal Airway V-124.

**DATES:** The effective date of the final rule published in the **Federal Register** on September 3, 2025, remains 0901

UTC, November 27, 2025. 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 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order JO 7400.11K, 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, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

#### FOR FURTHER INFORMATION CONTACT:

Brian Vidis, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### History

The FAA published a final rule in the **Federal Register** (90 FR 42528; September 3, 2025), amending Jet Routes J-6, J-14, J-66, J-101, J-131, and J-180; amending VOR Federal Airways V-54, V-74, V-124, V-305, V-532, and V-573; and revoking VOR Federal Airway V-534 in the eastern United States. On September 22, 2025, the final rule was included in an unrelated administrative correction action published in the **Federal Register** (90 FR 45324), updating the effective version of FAA Order JO 7400.11 for purposes of Incorporation by Reference.

Subsequent to publication of the final rule and unrelated correction, the FAA determined that in the route description of VOR Federal Airway V-124, the “T” was inadvertently omitted from the state abbreviation “TX” for the Bonham, TX (BYP), VOR/Tactical Air Navigation (VORTAC). In the Supplementary Information section, within the subsection entitled “The Rule”, which describes the action, the Bonham VORTAC state abbreviation was correctly listed as “TX”. This action corrects this error by amending the route description of VOR Federal Airway V-124 to indicate “From Bonham, TX,” as intended. Accordingly, the following corrections are effective November 27, 2025.

#### Correction to Final Rule

In FR Doc. 2025-16861, 90 FR 42528, September 3, 2025,

On page 42531, in the second column, in the line directly below the bolded text “V-124 [Amended]”, replace the

text “From Bonham, T;” with “From Bonham, TX;.”

\* \* \* \* \*

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

**Alex W. Nelson,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2025-19999 Filed 11-14-25; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2025-0141; Airspace Docket No. 24-AGL-23]

**RIN 2120-AA66**

### Amendment of VOR Federal Airways V-55, V-100, and V-277 in the Vicinity of Keeler, MI; Correction

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

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects a final rule published by the FAA in the **Federal Register** on September 3, 2025, amending Very High Frequency Omnidirectional Range (VOR) Federal Airways V-55, V-100, and V-277 due to the planned decommissioning of the VOR portion of the Keeler (ELX), MI, VOR/Distance Measuring Equipment (VOR/DME) in support of the FAA’s VOR Minimum Operational Network (MON) program. Specifically, this action administratively corrects errors within the description of V-55 in the final rule as published on September 3, 2025.

**DATES:** The effective date of the final rule published in the **Federal Register** on September 3, 2025, remains 0901 UTC, November 27, 2025. 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 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order 7400.11K, 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, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington DC 20597; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Brian Vidis, Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600

Independence Avenue SW, Washington, DC 20597; telephone: (202) 267-8783.

**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](http://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](http://www.federalregister.gov).

**FOR FURTHER INFORMATION CONTACT:**

Brian Vidis, Rules and Regulations Group, Policy Directorate, 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 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