

The Rule

This action amends 14 CFR part 71 by amending VOR Federal Airway V–300 due to the planned relocation of the Wiarton, ON, Canada, VOR/DME by NAV CANADA as part of its NAVAID Modernization Program. The airway action is described below.

V–300: Prior to this final rule, V–300 extended between the Sault Ste Marie, MI, VOR/DME and the Wiarton, ON, Canada, VOR/DME, excluding the airspace within Canada. The airway is amended to only describe the two airway segments that lie within U.S. airspace. The first segment extends between the Sault Ste Marie, MI, VOR/DME and the intersection of the Sault Ste Marie VOR/DME 125° and Pellston, MI, VORTAC 029° radials (RIBIR Fix). The second segment extends between the intersection of the Sault Ste Marie VOR/DME 125° and Pellston VORTAC 054° radials (ILND Fix), replacing the “CFNKB” CNF on the U.S./Canada border, and the intersection of the Sault Ste Marie VOR/DME 125° and Pellston VORTAC 067° radials (MRUCI Fix), replacing the “MKPDG” CNF on the U.S./Canada border. The two airway segments within U.S. airspace will continue to provide route continuity and cross-border connectivity with the V–300 airway segments being established by NAV CANADA within Canadian airspace.

The NAVAID radials listed in the VOR Federal Airway V–300 description above and in the 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 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 amending Very High Frequency

Omnidirectional Range (VOR) Federal Airway V–300 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) of FAA’s NEPA implementation policy and procedures 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 section B–2.5.(k), which categorically excludes from further environmental impact review publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change the concentration of aircraft on these tracks. 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 study.

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 7400.11K, Airspace Designations and Reporting Points, dated August 4, 2025, and effective September 15, 2025, is amended as follows:

Paragraph 6010(a) VOR Federal Airways.

* * * * *

V–300 [Amended]

From Sault Ste Marie, MI; to INT Sault Ste Marie 125° and Pellston, MI, 029° radials. From INT Sault Ste Marie 125° and Pellston 054° radials; to INT Sault Ste Marie 125° and Pellston 067° radials.

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Issued in Washington, DC, on December 19, 2025.

Glenn L. Sigley,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2025–23739 Filed 12–22–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–0372; Airspace Docket No. 24–AAL–126]

RIN 2120–AA66

Amendment of Colored Federal Airway Green 8, Jet Route J–115, United States Area Navigation (RNAV) Route T–227 and Establishment of RNAV Route Q–188 in Alaska; 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 November 18, 2025, amending Colored Federal Airway Green 8 (G–8), Jet Route J–115, and United States Area Navigation (RNAV) Route T–227; and establishing RNAV Route Q–188 in Alaska due to the pending decommissioning of the Shemya, AK, Nondirectional Radio Beacon (NDB). Specifically, this action administratively corrects errors within the description of G–8 and J–115 in the final rule as published on November 18, 2025.

DATES: The effective date of the final rule published in the **Federal Register** on November 18, 2025, remains 0901 UTC, January 22, 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 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/. 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: Steven Roff, 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 51507; November 18, 2025) amending Colored Federal Airway G-8, Jet Route J-115, and RNAV Route T-227; and establishing RNAV Route Q-188. Subsequent to the publication of that final rule, the FAA discovered a final rule previously published in the **Federal Register** (90 FR 13060; March 20, 2025) amending J-115 in Alaska. The amendment revoked a segment of the airway between the Fairbanks, AK, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) and the Deadhorse, AK, VOR/Distance Measuring Equipment (DME). 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 J-115 between the Fairbanks, AK, VORTAC and the Deadhorse, AK, VOR/DME was included in the description despite having been previously revoked. This action corrects this error by removing the segment of J-115 between the Fairbanks, AK, VORTAC and the Deadhorse, AK, VOR/DME from the airspace description. No other portion of J-115 is affected by this rule.

Additionally, the FAA discovered a final rule previously published in the **Federal Register** (90 FR 20232; May 13, 2025) amending G-8 in Alaska. The amendment revoked a segment of the airway between the Elfee, AK, NDB and the Kachemak, AK, NDB. 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 G-8 between the Elfee, AK, NDB and the Kachemak, AK, NDB was included in the description despite having been previously revoked. This action corrects this error by removing the segment of G-8 between the Elfee, AK, NDB and the Kachemak, AK, NDB from the airspace description. No other portion of G-8 is affected by this rule.

Correction to the Final Rule

Accordingly, pursuant to the authority delegated to me, in Docket No.

FAA-2025-0372 as published in the **Federal Register** on November 18, 2025 (90 FR 51507), FR Doc. 2025-20134, is corrected as follows:

■ 1. On page 51508, in the third column, in the line directly below the bolded text “G-8 [Amended]”, delete the text “From Mount Moffet, AK, NDB, 20 AGL; Dutch Harbor, AK, NDB, 20 AGL; INT Dutch Harbor, AK, NDB 041° and Elfee, AK, NDB 253° bearings, 20 AGL; Elfee, AK, NDB, 20 AGL; Chinook, AK, NDB; INT Chinook, AK, NDB 054° and Kachemak, AK, NDB 269° bearings; to Kachemak, AK, NDB” and replace it with “From Mount Moffet, AK, NDB, 20 AGL; Dutch Harbor, AK, NDB, 20 AGL; INT Dutch Harbor, AK, NDB 041° and Elfee, AK, NDB 253° bearings, 20 AGL; Elfee, AK, NDB, 20 AGL.”.

■ 2. On page 51508, in the third column, in the line directly below the bolded text “J-115 [Amended]”, delete the text “From Mount Moffett, AK, NDB; Dutch Harbor, AK, NDB; Cold Bay, AK; King Salmon, AK; INT King Salmon 053° and Kenai, AK, 239° radials; Kenai, AK; Anchorage, AK; Big Lake, AK; Fairbanks, AK; Chandalar, AK, NDB; to Deadhorse, AK” and replace it with “From Mount Moffett, AK, NDB; Dutch Harbor, AK, NDB; Cold Bay, AK; King Salmon, AK; INT King Salmon 053° and Kenai, AK, 239° radials; Kenai, AK; Anchorage, AK; Big Lake, AK; Fairbanks.”.

Issued in Washington, DC, on December 19, 2025.

Glenn L. Sigley,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2025-23738 Filed 12-22-25; 8:45 am]

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DEPARTMENT OF JUSTICE

Drug Enforcement Administration

21 CFR Part 1308

[Docket No. DEA-1143]

Schedules of Controlled Substances: Placement of N-Desethyl Isotonitazene and N-Piperidinyl Etonitazene in Schedule I

AGENCY: Drug Enforcement Administration, Department of Justice.
ACTION: Final amendment; final order.

SUMMARY: With the issuance of this final order, the Administrator of the Drug Enforcement Administration is permanently placing *N*-ethyl-2-(4-isopropoxybenzyl)-5-nitro-1*H*-benzimidazol-1-yl)ethan-1-amine (other name: *N*-desethyl isotonitazene) and 2-

(4-ethoxybenzyl)-5-nitro-1-(2-(piperidin-1-yl)ethyl)-1*H*-benzimidazole (other names: *N*-piperidinyl etonitazene; etonitazepipine), including their isomers, esters, ethers, salts, and salts of isomers, esters, and ethers whenever the existence of such isomers, esters, ethers, and salts are possible within the specific chemical designation, in schedule I under the Controlled Substances Act. This scheduling action discharges the United States' obligations under the Single Convention on Narcotic Drugs (1961). This action imposes permanent regulatory controls and administrative, civil, and criminal sanctions applicable to schedule I controlled substances on persons who handle (manufacture, distribute, import, export, engage in research or conduct instructional activities with or possess), or handle *N*-desethyl isotonitazene and *N*-piperidinyl etonitazene.

DATES: Effective January 22, 2026.

ADDRESSES: 8701 Morrisette Drive, Springfield, Virginia 22152.

FOR FURTHER INFORMATION CONTACT: Dr. Terrence L. Boos, Drug and Chemical Evaluation Section, Diversion Control Division, Drug Enforcement Administration; Telephone: (571) 362-3249.

SUPPLEMENTARY INFORMATION:

Legal Authority

The United States is a party to the United Nations Single Convention on Narcotic Drugs, Mar. 30, 1961, 18 U.S.T. 1407, 520 U.N.T.S. 151 (Single Convention), as amended by the 1972 Protocol. Article 3, paragraph 7 of the Single Convention requires that if the Commission on Narcotic Drugs (Commission) adds a substance to one of the schedules of such Convention, and the United States receives notification of such scheduling decision from the Secretary-General of the United Nations (Secretary-General), the United States, as a signatory Member State, is obligated to control the substance under its national drug control legislation. Under 21 U.S.C. 811(d)(1) of the Controlled Substances Act (CSA), if control of a substance is required “by United States obligations under international treaties, conventions, or protocols in effect on October 27, 1970,” the Attorney General must issue an order controlling such drug under the schedule she deems most appropriate to carry out such obligations, without regard to the findings required by 21 U.S.C. 811(a) or 812(b), and without regard to the procedures prescribed by 21 U.S.C. 811(a) and (b). The Attorney General has delegated scheduling authority under 21 U.S.C. 811 to the Administrator of the