

manned operators in low-altitude airspace as the preferred, and only viable, collision risk mitigation strategy. Within these comments, there was great interest in portable, lower-cost alternate EC devices as alternatives to ADS-B Out, which commenters expressed could address practical concerns and limitations specific to ADS-B Out. However, FAA notes that a smaller subset of commenters opposed expanded equipage requirements for manned aircraft, suggesting that unmanned aircraft should bear more of the integration costs. These commenters preferred detect-and-avoid requirements for part 108 operations, without offering solutions to the practical issues with FAA's proposal identified by other commenters.

### III. Listening Sessions

On January 6, 2026, FAA held two listening sessions with members of the UAS manufacturing community and relevant industry associations.<sup>3</sup> During these listening sessions, FAA heard general support for ADS-B or alternate EC devices, though opinions on specific requirements varied. Other attendees supported detect-and-avoid mandates. There were differing opinions on ADS-B Out versus alternate technologies. Some industry representatives raised concerns about the practicality of ADS-B for all environments, particularly at low altitudes and in complex operating conditions. Some attendees highlighted that the UAS industry is rapidly innovating so prescriptive requirements will hinder industry development, expressing preference for performance-based requirements not linked to specific technologies. Even though sentiments heard at the listening sessions largely echoed the comments to the NPRM, the sessions suggested that focusing the public's attention on certain aspects of the proposal may yield information helpful to FAA as it looks to finalize this rule.

### IV. Reopening of the Comment Period

Noting the substantial interest in, and comment on, FAA's proposed policies for ADS-B Out, EC, and detect-and-avoid, FAA is reopening the NPRM for comment on the limited topics discussed herein. FAA wants to ensure that it fully understands these comments and the relevant policy implications. Comments that have already been submitted will be considered in development of the final rule. Resubmission of duplicative

comments will not entitle the comment to greater weight. Comments unrelated to the questions below will be treated as out of scope and will not be considered.

### V. Request for Comments

During this reopening, FAA requests comments about the following:

1. Are there alternate EC devices capable of complying with proposed § 108.195(a)(2)(ii) that are available today? What are the names and manufacturers of those devices? Where are the devices currently approved for use and for what purpose(s)? Do any of them have the capability to inform the user that the device is not working properly?
2. Are these EC devices approved for the same purpose as ADS-B Out? Do these alternate EC devices provide other benefits beyond what ADS-B Out offers? Are existing alternate EC devices used for, or capable of providing, anonymity?
3. If not currently available, how quickly can alternate EC devices be available to the U.S. market once an approved standard is available?
4. Would the performance requirements of § 91.227 applicable to ADS-B Out also be appropriate for alternate EC devices? Why or why not?
5. RTCA has a standard for electronic conspicuity (RTCA DO-282C). Are there any reasons why applying this standard for alternate EC devices in the U.S. not be feasible or appropriate? Are there other existing industry consensus standards for EC that the FAA should consider accepting?
6. What would be the potential downside(s) of requiring EC devices to include some sort of indicator (e.g., visual or audio) to notify the pilot that the device is not working properly?
7. Are there other methods or technologies that the FAA should consider allowing manned operators to use to be electronically detectable besides ADS-B Out or alternate EC devices?

Accordingly, FAA is hereby reopening the comment period for 14 days. The comment period will close on February 11, 2026.

Issued under authority provided by 49 U.S.C. 106(f) and 44701, in Washington, DC.

**Brandon Roberts,**

*Executive Director, Office of Rulemaking.*

[FR Doc. 2026-01644 Filed 1-27-26; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2026-1062; Airspace Docket No. 25-AEA-12]

**RIN 2120-AA66**

### Amendment of United States Area Navigation (RNAV) Route T-437; Eastern United States

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

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

**SUMMARY:** This action proposes to amend United States Area Navigation (RNAV) Route T-437 in the eastern United States. This action supports FAA Next Generation Air Transportation System (NextGen) efforts to provide a modern RNAV route structure to improve the safety and efficiency of the National Airspace System (NAS).

**DATES:** Comments must be received on or before March 16, 2026.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2026-1062 and Airspace Docket No. 25-AEA-12 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 7400.11K, 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

<sup>3</sup> See Docket No. FAA-2025-1908-3130, U.S. DOT/FAA—Memoranda to Docket from Listening Sessions (Jan. 15, 2026).

Direktorate, 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:**

**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 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](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 Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Avenue, College Park, GA 30337.

**Incorporation by Reference**

United States Area Navigation Routes are published in paragraph 6011 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 7400.11K, dated August 4, 2025, and effective September 15, 2025. These updates would be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11K, 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**

In the current route description of RNAV Route T-437, the SIROC, OG, waypoint (WP) is listed using the state abbreviation of "OG" in error. The abbreviation "OG" means Offshore Gulf of America. The SIROC WP is located in the state of Georgia (GA) and is listed in the National Airspace System Resource (NASR) database accordingly. In addition to the other proposed changes discussed below, this NPRM corrects this error and refers to the SIROC route point as the SIROC, GA, WP.

**The Proposal**

The FAA is proposing an amendment to 14 CFR part 71 to amend RNAV Route T-437 in the eastern United States. This action supports continued FAA NextGen efforts to provide a modern RNAV route structure that improves the efficiency of the NAS. The proposed RNAV route change is described below.

**T-437:** RNAV Route T-437 currently extends between the SIROC, GA, WP and the ZOOMS, WV, Fix. The FAA proposes to extend the airway to the north between the ZOOMS Fix and the Elkins, WV (EKN), Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to provide connectivity for RNAV-equipped aircraft between the Zenith, WV, and the Elkins, WV, areas. As amended, the route would be changed to extend between the SIROC WP and the Elkins VORTAC.

The full proposed description of the above route is set forth below in the proposed text amendments to part 71.

**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 1050.1G, "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:

**T-437 SIROC, GA to Elkins, WV (EKN) [Amended]**

SIROC, GA	WP	(Lat. 31°03'02.32" N, long. 081°26'45.89" W)
KELER, GA	FIX	(Lat. 31°55'07.40" N, long. 081°11'09.14" W)
TBERT, SC	WP	(Lat. 32°08'46.76" N, long. 081°11'57.44" W)
DURBE, SC	WP	(Lat. 33°00'44.75" N, long. 081°17'32.69" W)
CAYCE, SC	WP	(Lat. 33°51'26.13" N, long. 081°03'14.76" W)
CRLNA, NC	WP	(Lat. 35°12'49.48" N, long. 080°56'57.32" W)
DANCO, VA	WP	(Lat. 37°05'15.75" N, long. 080°42'46.45" W)
ZOOMS, WV	FIX	(Lat. 37°28'32.22" N, long. 080°35'06.70" W)
RUFYO, WV	WP	(Lat. 37°41'35.12" N, long. 080°32'47.89" W)
GRNBR, WV	WP	(Lat. 38°02'19.12" N, long. 080°28'25.06" W)
KNEDL, WV	WP	(Lat. 38°42'35.52" N, long. 080°15'15.38" W)
Elkins, WV (EKN)	VORTAC	(Lat. 38°54'51.97" N, long. 080°05'57.38" W)

\* \* \* \* \*

Issued in Washington, DC, on January 26, 2026.

**Alex W. Nelson,**  
Manager, Rules and Regulations Group.

[FR Doc. 2026-01662 Filed 1-27-26; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA-2026-0859; Airspace Docket No. 25-AAL-161]**

**RIN 2120-AA66**

**Amendment of United States Area Navigation Route T-373 in the Vicinity of King Salmon, Alaska**

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

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

**SUMMARY:** This action proposes to amend United States Area Navigation Route (RNAV) T-373 in the vicinity of King Salmon, Alaska. The FAA is proposing this action to increase the route structure connectivity in Alaska.

**DATES:** Comments must be received on or before March 16, 2026.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2026-0859 and Airspace Docket No. 25-AAL-161 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

**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 6011 United States Area Navigation Routes.*

\* \* \* \* \*

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 7400.11K, 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:** Steven Roff, 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 would amend the airway structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

**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.