

of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

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6004 Class E Airspace Areas Designated as an Extension to a Class D or Class E Surface Area.

* * * * *

AGL IN E4 South Bend, IN [Establish]

South Bend International Airport, IN
(Lat. 41°42'30" N, long. 086°19'02" W)

That airspace extending upward from the surface within 2 miles each side of the 179° bearing from the airport extending from the 5-mile radius of the airport to 9.7 miles south of the airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Chart Supplement.

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Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

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AGL IN E5 South Bend, IN [Amended]

South Bend International Airport, IN
(Lat. 41°42'30" N, long. 086°19'02" W)

South Bend INTL: RWY 27L-LOC
(Lat. 41°42'15" N, long. 086°19'59" W)

Jerry Tyler Memorial Airport, IN
(Lat. 41°50'09" N, long. 086°13'31" W)

That airspace extending upward from 700 feet above the surface within a 7.5-mile radius of South Bend International Airport; and within 4 miles south and 8 miles north of the South Bend INTL: RWY 27L-LOC extending from 7.5-mile radius of the South Bend International Airport to 10.5 miles east of the South Bend International Airport; and within 2 miles each side of the 179° bearing from the South Bend International Airport extending from the 7.5-mile radius of the South Bend International Airport to 10.7 miles south of the South Bend International Airport; and within a 6.9-mile radius of Jerry Tyler Memorial Airport.

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Issued in Fort Worth, Texas, on February 4, 2026.

Courtney E. Johns,

*Acting Manager, Operations Support Group,
ATO Central Service Center.*

[FR Doc. 2026-02320 Filed 2-5-26; 8:45 am]

BILLING CODE 4910-13-P

Q-190 Carleton, MI (CRL) to PONCT, NY [New]

| | | |
|--------------------|---------|--|
| Carleton, MI (CRL) | VOR/DME | (Lat. 42°02'52.90" N, long. 083°27'27.26" W) |
| RONZY, MI and | WP | (Lat. 42°01'28.49" N, long. 083°08'31.98" W) |
| PRANI, OH | WP | (Lat. 41°55'16.34" N, long. 081°52'20.28" W) |
| WIGGZ, PA | WP | (Lat. 41°30'51.00" N, long. 077°58'52.00" W) |
| RAHKS, NY | WP | (Lat. 42°27'59.28" N, long. 075°14'21.68" W) |
| PONCT, NY | WP | (Lat. 42°44'48.83" N, long. 073°48'48.07" W) |

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2025-0668; Airspace Docket No. 24-ASO-34]

RIN 2120-AA66

Establishment of United States Area Navigation (RNAV) Routes Q-190 and T-497, and Amendment of Domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways V-1, V-70, and V-194; Eastern United States; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule the FAA published in the **Federal Register** on January 2, 2026, establishing United States Area Navigation (RNAV) Routes Q-190 and T-497, and amending domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways V-1, V-70, and V-194, in the eastern United States. This action corrects the route description of RNAV Route Q-190 by adding two route points to clarify that the route is only established within United States airspace.

DATES: The effective date of the final rule published in the **Federal Register** on January 2, 2026 (91 FR 19) remains 0901 UTC, March 19, 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 JO 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/. 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** (91 FR 19; January 2, 2026), establishing RNAV Routes Q-190 and T-497, and amending domestic VOR Federal Airways V-1, V-70, and V-194, in the eastern United States. Subsequent to publication of the final rule the FAA determined that, with respect to RNAV Route Q-190, the route segment between Carleton, MI (CRL), VOR/Distance Measuring Equipment (VOR/DME) and the WIGGZ, PA, waypoint (WP) failed to exclude the portion of the route within Canadian airspace as required.

This action corrects this error by amending the route description of RNAV Route Q-190 to include two new route points where the route intersects the United States/Canadian border. Specifically, the FAA adds the RONZY, MI, WP and the PRANI, OH, WP to the route description of RNAV Route Q-190, thereby excluding Canadian airspace. The addition of these two route points does not substantively alter the route but rather excludes Canadian airspace, as originally intended.

Correction to Final Rule

■ Accordingly, pursuant to the authority delegated to me, in Docket No. FAA-2025-0668 as published in the **Federal Register** on January 2, 2026 (91 FR 19), FR Doc. 2025-24218, is corrected as follows:

§ 71.1 [Corrected]

■ On the bottom of page 20, delete the table spanning across all three columns, which is titled “Q-190 Carleton, MI (CRL) to PONCT, NY [New]”, and replace it with the following table.

Issued in Washington, DC, on January 29, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026-02450 Filed 2-5-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2025-5367; Airspace Docket No. 25-AGL-19]

RIN 2120-AA66

Amendment of Class E Airspace; Benton Harbor, MI

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace at Benton Harbor, MI. The name and geographic coordinates of the Southwest Michigan Regional Airport, Benton Harbor, MI, are also being updated to coincide with the FAA's aeronautical database. This action is the result of an airspace review conducted due to the decommissioning of the Keeler very high frequency omnidirectional range (VOR) as part of the VOR Minimum Operational Network (MON) Program. It brings the airspace into compliance with FAA orders and supports instrument flight rule (IFR) procedures and operations.

DATES: Effective 0901 UTC, May 14, 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 JO 7400.11 and publication of conforming amendments.

ADDRESSES: A copy of the notice of proposed rulemaking (NPRM), all comments received, 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.

FAA Order JO 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, Office of Policy, Federal Aviation Administration, 800 Independence

Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT:

Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

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 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 amends the Class E airspace at the affected airports to support IFR operations.

History

The FAA published an NPRM for Docket No. FAA-2025-5367 in the **Federal Register** (90 FR 56711; December 8, 2025) proposing to amend the Class E airspace at Benton Harbor, MI. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Incorporation by Reference

Class E airspace designations are published in paragraphs 6002 and 6005 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 amends the current version of that order, FAA Order JO 7400.11K, dated August 4, 2025, and effective September 15, 2025. These amendments will 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.

The Rule

This action amends 14 CFR part 71 by modifying the Class E surface airspace and the Class E airspace extending upward from 700 ft. above the surface at Benton Harbor, Michigan, due to an airspace review conducted as part of the

decommissioning of the Keeler VOR as part of the VOR MON Program.

For the Southwest Michigan Regional Airport, Benton Harbor, MI, Class E surface area, this action: (1) increases the radius from 4.2 miles to 4.5 miles; (2) updates the name of the airport from Ross-Field-Twin Cities Airport to Southwest Michigan Regional Airport and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database; (3) removes the city associated with the airport from the airspace legal description header to comply with changes to FAA Order JO 7400.2R, Procedures for Handling Airspace Matters; and (4) updates the outdated term "Airport/Facility Directory" to "Chart Supplement."

For the Southwest Michigan Regional Airport Class E airspace extending upward from 700 ft. above the surface, this action: (1) increases the radius from 6.5 miles to 7 miles; (2) adds an extension within 3.7 miles each side of the 090° bearing from the Southwest Michigan RGNL: RWY 28-LOC extending from the 7-mile radius of the airport to 9.3 miles east of the airport; (3) adds an extension within 2 miles each side of the 090° bearing from the airport extending from the 7-mile radius to 11.5 miles east of the airport; (4) updates the name of the airport from Ross-Field-Twin Cities Airport to Southwest Michigan Regional Airport and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database; and (5) removes the city associated with the airport from the airspace legal description header to comply with changes to FAA Order JO 7400.2R.

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.