

# Rules and Regulations

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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 95

[Docket No. 31651; Amdt. No. 590]

#### IFR Altitudes; Miscellaneous Amendments

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

**ACTION:** Final rule

**SUMMARY:** This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

**DATES:** Effective 0901 UTC, March 19, 2026.

**FOR FURTHER INFORMATION CONTACT:** Rune Duke, Manager (Acting), Standards Section, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Office of Safety Standards, Flight Standards Service, Aviation Safety, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures

and Airspace Group, 6500 South MacArthur Blvd., STB Annex, Bldg. 26, Room 217, Oklahoma City, OK 73099. Telephone (405) 954-1139.

**SUPPLEMENTARY INFORMATION:** This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

#### The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

#### Conclusion

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. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 95

Airspace, Navigation (air).

Issued in Washington, DC, on February 13, 2026.

#### Rune Duke,

Manager (Acting), Standards Section, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Office of Safety Standards, Flight Standards Service, Aviation Safety, Federal Aviation Administration.

#### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, 19 Mar 2026.

#### PART 95—IFR ALTITUDES

■ 1. The authority citation for part 95 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113 and 14 CFR 11.49(b)(2).

■ 2. Part 95 is amended to read as follows:

From	To	MEA	MAA
<b>§ 95.3000 Low Altitude RNAV Routes</b>			
<b>§ 95.3497 RNAV Route T497 Is Added To Read</b>			
ELIZABETH CITY, NC VOR/DME .....	OCEANA, VA TACAN .....	2100	17500
OCEANA, VA TACAN .....	FAAFO, VA WP .....	1800	17500
FAAFO, VA WP .....	BAYSO, VA WP .....	* 1800	17500
* 1300—MOCA			
BAYSO, VA WP .....	LNSKY, VA FIX .....	1800	17500
LNSKY, VA FIX .....	OUTLA, VA WP .....	1800	17500
OUTLA, VA WP .....	FAGED, VA WP .....	1800	17500

From	To	MEA	MAA
<b>§ 95.4000 High Altitude RNAV Routes</b>			
<b>§ 95.4186 RNAV Route Q186 Is Added To Read</b>			
ZIINE, MI WP ..... * 18000—GNSS MEA * DME/DME/IRU MEA	IDEAS, MI FIX .....	* 18000	45000
IDEAS, MI FIX ..... * 18000—GNSS MEA * DME/DME/IRU MEA	U.S. CANADIAN BORDER .....	* 18000	45000
U.S. CANADIAN BORDER ..... * 18000—GNSS MEA * DME/DME/IRU MEA	SPYDY, OH WP .....	* 18000	45000
SPYDY, OH WP ..... * 18000—GNSS MEA * DME/DME/IRU MEA	TEESY, PA WP .....	* 18000	45000
TEESY, PA WP ..... * 18000—GNSS MEA * DME/DME/IRU MEA	MIGET, PA FIX .....	* 18000	45000
MIGET, PA FIX ..... * 18000—GNSS MEA * DME/DME/IRU MEA	SCAAM, PA WP .....	* 18000	45000

<b>§ 95.4190 RNAV Route Q190 Is Added To Read</b>			
CARLETON, MI VOR/DME ..... * 18000—GNSS MEA * DME/DME/IRU MEA	U.S. CANADIAN BORDER .....	* 18000	45000
U.S. CANADIAN BORDER ..... * 18000—GNSS MEA * DME/DME/IRU MEA	WIGGZ, PA WP .....	* 18000	45000
RAHKS, NY WP ..... * 18000—GNSS MEA * DME/DME/IRU MEA		* 18000	45000
RAHKS, NY WP ..... * 18000—GNSS MEA * DME/DME/IRU MEA	PONCT, NY WP .....	* 18000	45000

From	To	MEA
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<b>§ 95.6001 Victor Routes—U.S.</b>		
<b>§ 95.6001 VOR Federal Airway V1 Is Amended To Delete</b>		
KINSTON, NC VORTAC ..... ZAGGY, NC FIX ..... * 1500—MOCA	ZAGGY, NC FIX ..... COFIELD, NC VORTAC .....	UNUSABLE * 3000 MAA—17500
COFIELD, NC VORTAC ..... DRONE, NC FIX ..... * 1600—MOCA	DRONE, NC FIX ..... NORFOLK, VA VORTAC .....	2000 MAA—17500 * 2500 MAA—17500

<b>§ 95.6063 VOR Federal Airway V63 Is Amended To Read in Part</b>		
RHINELANDER, WI VOR/DME .....	CUSAS, WI FIX. NE BND ..... SW BND .....	5000 3600 MAA—17500
CUSAS, WI FIX ..... * 3100—MOCA * 3600—GNSS MEA	HOUGHTON, MI VOR/DME .....	* 5000 MAA—17500

<b>§ 95.6068 VOR Federal Airway V68 Is Amended To Read in Part</b>		
JOKES, TX FIX ..... * 4400—MOCA	STEEP, TX FIX .....	* 5000 MAA—17500

<b>§ 95.6070 VOR Federal Airway V70 Is Amended To Delete</b>		
KINSTON, NC VORTAC ..... PEARS, NC FIX ..... * 2000—MOCA	PEARS, NC FIX ..... COFIELD, NC VORTAC .....	UNUSABLE * 3000 MAA—17500

From	To	MEA
<b>§ 95.6071 VOR Federal Airway V71 Is Amended To Read in Part</b>		
SPARO, AR FIX .....	HOT SPRINGS, AR VOR/DME .....	5000 MAA—17500
PIERRE, SD VORTAC .....	LINTN, ND FIX .....	* 6000 MAA—17500
* 3500—MOCA		
LINTN, ND FIX .....	BISMARCK, ND VOR/DME.	
	S BND .....	6000
	N BND .....	3600 MAA—17500
<b>§ 95.6094 VOR Federal Airway V94 Is Amended To Read in Part</b>		
GREGG COUNTY, TX VORTAC .....	ELM GROVE, LA VORTAC .....	2100 MAA—17500
<b>§ 95.6120 VOR Federal Airway V120 Is Amended To Read in Part</b>		
SIoux FALLS, SD VORTAC .....	BILOO, IA FIX .....	* 6600 MAA—17500
* 4500—MOCA		
BILOO, IA FIX .....	* GRUVE, IA FIX .....	** 6800
* 8000—MRA		
** 3300—MOCA		MAA—17500
<b>§ 95.6133 VOR Federal Airway V133 Is Amended To Read in Part</b>		
STOVE, VA FIX .....	CHARLESTON, WV VOR/DME .....	* 13000 MAA—17500
* 7000—MOCA		
* 7000—GNSS MEA		
<b>§ 95.6166 VOR Federal Airway V166 Is Amended To Read in Part</b>		
PARKERSBURG, WV VOR/DME .....	MOSIC, WV FIX.	
	W BND .....	3000
	E BND .....	3600 MAA—17500
<b>§ 95.6178 VOR Federal Airway V178 Is Amended To Read in Part</b>		
BNTON, MO FIX .....	VICHY, MO VOR/DME .....	2800 MAA—17500
<b>§ 95.6194 VOR Federal Airway V194 Is Amended To Delete</b>		
TAR RIVER, NC VORTAC .....	COFIELD, NC VORTAC .....	1800 MAA—17500
COFIELD, NC VORTAC .....	SUNNS, NC FIX .....	* 2000 MAA—17500
<b>§ 95.6195 VOR Federal Airway V195 Is Amended To Read in Part</b>		
RAGGS, CA FIX .....	* BESSA, CA FIX .....	** 8500 MAA—17500
* 8500—MCA BESSA, CA FIX, S BND		
** 5000—MOCA		
*** MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE		
BESSA, CA FIX .....	WILLIAMS, CA VORTAC.	
	S BND .....	* 8500
	N BND .....	* 5300 MAA—17500
* 5300—MOCA		
<b>§ 95.6208 VOR Federal Airway V208 Is Amended To Read in Part</b>		
GRAND CANYON, AZ VOR/DME .....	AWIZO, AZ FIX .....	9800 MAA—17500
AWIZO, AZ FIX .....	TUBA CITY, AZ VORTAC .....	9500 MAA—17500
<b>§ 95.6218 VOR Federal Airway V218 Is Amended To Read in Part</b>		
SQEAk, MN FIX .....	* GRAND RAPIDS, MN VOR/DME.	
	N BND .....	** 10000
	S BND .....	** 9000
* 9000—MCA GRAND RAPIDS, MN VOR/DME, S BND		
** 3100—MOCA		MAA—17500

From	To	MEA
GRAND RAPIDS, MN VOR/DME ..... * 3100—MOCA NEBBS, MN FIX ..... * 3100—MOCA	NEBBS, MN FIX. N BND ..... S BND .....  GOPHER, MN VORTAC .....	* 10000 * 9000 MAA—17500 * 10000 MAA—17500

**§ 95.6386 VOR Federal Airway V386 Is Amended To Read in Part**

FILLMORE, CA VORTAC ..... * 6400—MCA SAUGS, CA FIX, NE BND	* SAUGS, CA FIX .....	6000  MAA—17500
SAUGS, CA FIX .....	PALMDALE, CA VORTAC .....	7500 MAA—17500
PALMDALE, CA VORTAC ..... * 7300—MCA APLES, CA FIX, E BND	* APLES, CA FIX .....	7000  MAA—17500
APLES, CA FIX ..... * 8400—MOCA	SOGGI, CA FIX .....	* 11000 MAA—17500

**§ 95.6580 VOR Federal Airway V580 Is Amended To Read in Part**

LEBOY, IL FIX ..... * 2100—MOCA	SEXTN, IL FIX .....	* 4500 MAA—17500
SEXTN, IL FIX ..... * 2300—MOCA	BURLINGTON, IA VOR/DME .....	* 4500 MAA—17500

From	To	MEA	MAA
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**§ 95.7001 Jet Routes  
§ 95.7015 Jet Route J15 Is Amended To Read in Part**

WINK, TX VORTAC ..... * WINK R-311 UNUSABLE, USE CHISUM R-129	CHISUM, NM VORTAC .....	* 18000	45000
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**§ 95.7050 Jet Route J50 Is Amended To Read in Part**

EL PASO, TX VORTAC ..... LINZY, TX FIX .....	LINZY, TX FIX ..... WINK, TX VORTAC .....	18000 UNUSABLE	45000
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**§ 95.7146 Jet Route J146 Is Amended To Delete**

GIPPER, MI VORTAC ..... CHARDON, OH VOR/DME .....	CHARDON, OH VOR/DME ..... KEATING, PA VORTAC .....	18000 18000	45000 45000
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**§ 95.7501 Jet Route J501 Is Amended To Read in Part**

SAN MARCUS, CA VORTAC .....	BIG SUR, CA VORTAC .....	18000	45000
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Airway segment		Changeover points	
From	To	Distance	From

**§ 95.8003 VOR Federal Airway Changeover Point  
V133 Is Amended To Modify Changeover Point**

BARRETT'S MOUNTAIN, NC VOR/DME .....	CHARLESTON, WV VOR/DME .....	89	BARRETT'S MOUNTAIN.
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**V78 Is Amended To Add Changeover Point**

EAU CLAIRE, WI VORTAC .....	RHINELANDER, WI VOR/DME .....	56	EAU CLAIRE.
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**§ 95.8005 Jet Routes Changeover Points  
J50 Is Amended To Add Changeover Point**

ABILENE, TX VORTAC .....	WACO, TX VORTAC .....	90	ABILENE.
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**J64 Is Amended To Add Changeover Point**

PEACH SPRINGS, AZ VOR/DME .....	TUBA CITY, AZ VORTAC .....	75	PEACH SPRINGS.
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Airway segment		Changeover points	
From	To	Distance	From
<b>J102 Is Amended To Add Changeover Point</b>			
GALLUP, NM VORTAC .....	ALAMOSA, CO VORTAC .....	130	GALLUP
<b>J128 Is Amended To Add Changeover Point</b>			
PEACH SPRINGS, AZ VOR/DME .....	TUBA CITY, AZ VORTAC .....	75	PEACH SPRINGS.
<b>J501 Is Amended To Add Changeover Point</b>			
SAN MARCUS, CA VORTAC .....	BIG SUR, CA VORTAC .....	78	SAN MARCUS.

[FR Doc. 2026-03150 Filed 2-17-26; 8:45 am]

BILLING CODE 4910-13-P

**DEPARTMENT OF HOMELAND SECURITY**

**Coast Guard**

**33 CFR Part 165**

[Docket Number USCG-2026-0075]

RIN 1625-AA00

**Safety Zone; San Juan Harbor, San Juan, PR**

**AGENCY:** Coast Guard, Department of Homeland Security.

**ACTION:** Temporary final rule.

**SUMMARY:** The Coast Guard is establishing a temporary safety zone for navigable waters within 200 yards radius around the Barge DEFIANT grounded north of El Morro, east of the green buoy three, near the entrance of the San Juan Harbor. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards created by the Barge DEFIANT grounding. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector San Juan.

**DATES:** This rule is effective without actual notice from February 18, 2026 through February 23, 2026. For the purposes of enforcement, actual notice will be used from February 9, 2026, until February 18, 2026.

**ADDRESSES:** To view available documents go to <https://www.regulations.gov> and search for USCG-2026-0075.

**FOR FURTHER INFORMATION CONTACT:** If you have questions about this rule, contact Lieutenant Commander Rachel E. Thomas, Sector San Juan, Waterways Management Division Chief, Coast Guard; telephone (571) 613-1417, email [Rachel.E.Thomas@uscg.mil](mailto:Rachel.E.Thomas@uscg.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Table of Abbreviations**

CFR Code of Federal Regulations  
 COTP Captain of the Port  
 DHS Department of Homeland Security  
 FR Federal Register  
 NPRM Notice of proposed rulemaking  
 § Section  
 U.S.C. United States Code

**II. Background and Authority**

The Coast Guard received notification that the Barge DEFIANT grounded north of El Morro, east of the green buoy three, near the entrance of the San Juan Harbor. The Captain of the Port (COTP) San Juan has determined that potential hazards associated with the vessel grounding are a safety concern for anyone within 200 yards radius around the grounded Barge DEFIANT barge. Therefore, the COTP is issuing this rule under the authority in 46 U.S.C. 70034, which is needed to protect personnel, vessels, and the marine environment in the navigable waters within the safety zone.

For the same reasons, the Coast Guard finds that under 5 U.S.C. 553(d)(3), good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**.

**III. Discussion of the Rule**

This rule establishes a safety zone over all navigable waters within 200 yards radius of the current location of the Barge DEFIANT. The duration of the zone is intended to protect personnel, vessels, and the marine environment in these navigable waters while the Owning company of the vessel completes their salvage plan.

**IV. Regulatory Analyses**

We developed this rule after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on a number of these statutes and Executive orders.

*A. Impact on Small Entities*

The regulatory flexibility analysis provisions of the Regulatory Flexibility Act of 1980, 5 U.S.C. 601-612, do not apply to rules that are not subject to notice and comment. Because the Coast Guard has, for good cause, waived the notice and comment requirement that would otherwise apply to this rulemaking, the Regulatory Flexibility Act's flexibility analysis provisions do not apply here.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Pub. L. 104-121), if this rule will affect your small business, organization, or governmental jurisdiction and you have questions, contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Small businesses may send comments to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards by calling 1-888-REG-FAIR (1-888-734-3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

*B. Collection of Information*

This rule will not call for a new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520).

*C. Federalism and Indian Tribal Governments*

We have analyzed this rule under Executive Order 13132, Federalism, and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in that Order.

Also, this rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the