

feet MSL between the 10- and 15-mile radius of the Point of Origin, bounded on the north by the Point of Origin's 329° radial and bounded on the south by I-70.

Area J. That airspace extending upward from 7,000 feet MSL to and including 12,000 feet MSL between the 15- and 20-mile radius of the Point of Origin, bounded on the west by the Point of Origin's 329° radial and bounded on the east by the Point of Origin's 025° radial.

Area K. That airspace extending upward from 10,000 feet MSL to and including 12,000 feet MSL beginning at the intersection of Hampden Avenue and I-25, extending south along I-25 until intercepting Point of Origin 30-mile arc, extending clockwise along the 30-mile arc until a point 3 miles south of Waterton, CO (lat. 39°26'25" N, long. 105°05'42" W) extending north to Waterton and Canyon Road (lat. 39°29'40" N, long. 105°05'42" W), extending north along Canyon Road (Colorado Highway 75) until Wadsworth Boulevard, extending north along Wadsworth Boulevard until Hampden Avenue and extending east along Hampden Avenue to the point of beginning.

Area L. That airspace extending upward from 9,000 feet MSL to and including 12,000 feet MSL between the 20- and 30-mile radius of the Point of Origin bounded on the west by I-25 and bounded on the east by the Point of Origin's 156° radial.

Area M. That airspace extending upward from 10,000 feet MSL to and including 12,000 feet MSL between the 20- and 30-mile radius of the Point of Origin, bounded on the north by the Point of Origin's 025° radial and bounded on the south by the Point of Origin's 156° radial.

Area N. That airspace extending upward from 8,000 feet MSL to and including 12,000 feet MSL between the 20- and 30-mile radius of the Point of Origin, bounded on the west by the Point of Origin's 329° radial and bounded on the east by the Point of Origin's 025° radial.

Area P. That airspace extending upward from 10,000 feet MSL to and including 12,000 feet MSL beginning at the Point of Origin's 329° radial 20-mile DME fix, extending counterclockwise along the Point of Origin 20-mile arc until I-25, extending south along I-25 until Colorado Highway 7, thence west along Colorado Highway 7 until Colorado Highway 287, thence north along Colorado Highway 287 until intercepting the Point of Origin 30-mile arc, extending clockwise along the 30-mile arc until the Point of Origin's 329° radial, and extending southeast along the Point of Origin's 329° radial to the point of beginning.

* * * * *

Issued in Washington, DC, on April 6, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026-06762 Filed 4-7-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2025-4609; Airspace Docket No. 25-AGL-9]

RIN 2120-AA66

Revocation of Very High Frequency Omnidirectional Range Federal Airway V-320 in the Vicinity of Mount Pleasant, Michigan

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes Very High Frequency Omnidirectional Range (VOR) Federal Airway V-320 in the vicinity of Mount Pleasant, Michigan. The FAA is taking this action due to the planned decommissioning of the VOR portion of the Mount Pleasant, MI VOR/Distance Measuring Equipment (DME) navigational aid (NAVAID). The VOR portion of this NAVAID is being decommissioned as part of the FAA's VOR Minimum Operational Network (MON) program. The DME portion of this NAVAID will be retained.

DATES: Effective date 0901 UTC, July 9, 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, 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, Office of Policy, 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 modifies the Air Traffic Services (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

History

The FAA published an NPRM for Docket No. FAA-2025-4609 in the **Federal Register** (90 FR 57722; December 12, 2025), proposing to revoke Very High Frequency Omnidirectional Range (VOR) Federal Airway V-320 in the vicinity of Mount Pleasant, Michigan. 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

VOR Federal Airways are published in paragraph 6010 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

The FAA is amending 14 CFR part 71 by revoking VOR Federal Airway V-320 in the vicinity of Mount Pleasant, Michigan, in its entirety.

V-320: Prior to this Final Rule, V-320 extended between the Pellston, MI, VOR/Tactical Air Navigation (VORTAC), the Traverse City, MI, VOR/DME, the Mount Pleasant VOR/DME, and Saginaw, MI, VOR/DME. The FAA is revoking this route in its entirety.

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 of revoking Very High Frequency Omnidirectional Range (VOR) Federal Airway V-320 qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321, *et seq.*) and FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures*, paragraph B-2.5(a) 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 paragraph B-2.5(i), which categorically excludes from further environmental impact review the establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. As such, this action is not expected to result in any potentially significant environmental impacts. 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 VOR Federal Airways.

* * * * *

V-320 [Removed]

* * * * *

Issued in Washington, DC, on April 6, 2026.

Alex W. Nelson,

Manager, Rules and Regulations Group.

[FR Doc. 2026-06763 Filed 4-7-26; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 73

[Docket No. FAA-2026-2509; Airspace Docket No. 25-ASW-12]

RIN 2120-AA66

Revocation of Restricted Area R-6316 in Eagle Pass, Texas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action revokes Restricted Area R-6316 in Eagle Pass, Texas. The FAA is taking this action due to the Using Agency’s determination that the airspace is no longer needed.

DATES: Effective date 0901 UTC, July 9, 2026.

ADDRESSES: A copy of 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.

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 increases the navigable airspace available for public access.

History

The FAA originally established R-6316 in support of United States Customs and Border Protection (CBP) Air and Marine Operations. The restricted area was established to contain the Eagle Pass tethered aerostat balloon. The CBP has decommissioned this balloon and no longer has a need for the restricted airspace.

The Rule

This action amends 14 CFR part 73 by revoking Restricted Area R-6316 in Eagle Pass, Texas.

Good Cause for Bypassing Public Comment

The Administrative Procedure Act (APA) authorizes agencies to dispense with ordinary notice and comment requirements for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” 5 U.S.C. 553(b)(B). This action revokes a restricted area and thereby increases the navigable airspace available for public access. This action will not impose any additional substantive restrictions or requirements on the people affected by these regulations as it reduces regulatory airspace within the National Airspace System. The action constitutes “a routine determination, insignificant in nature and impact, and inconsequential