

Issued under authority provided by 49 U.S.C. 106(f), 40113, 44701–44709, 46111, 46103, and 46301, in Washington, DC.

Bryan K. Bedford,
Administrator.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2025–0174; Airspace
Docket No. 25–ASW–1]

RIN 2120–AA66

Amendment of Jet Route J–96 in the Vicinity of Cimarron, NM

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jet Route J–96 by removing the route segment between the Cimarron (CIM), NM, Very High Frequency Omnidirectional Range (VOR)/Tactical Air Navigation (VORTAC) and the Garden City (GCK), KS, VORTAC navigational aids (NAVAIDs). The FAA is taking this action due to the Cimarron VORTAC radials between 045° and 055°, stated in degrees magnetic (M) north, that make up the route segment east of Cimarron, NM, being unusable since 2020.

DATES: Effective date 0901 UTC, November 27, 2025. 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 the Office of the Federal Register's website at www.federalregister.gov.

FAA Order JO 7400.11J, 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:

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 National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

History

The FAA published an NPRM for Docket No. FAA–2025–0174 in the **Federal Register** (90 FR 9071; February 6, 2025), proposing to amend J–96 by removing the route segment between the Cimarron, NM, VORTAC and the Garden City, KS, VORTAC due to the Cimarron VORTAC radials between 045° (M) and 055° (M) being unusable. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

Incorporation by Reference

Jet Routes are published in paragraph 2004 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 7400.11J, dated July 31, 2024, and effective September 15, 2024. This amendment will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J, 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 amending Jet Route J–96 due to the Cimarron VORTAC radials between 045° (M) and 055° (M), that support the route segment between the Cimarron,

NM, and Garden City, KS, VORTACs, being unusable since 2020. The jet route action is described below.

J–96: Prior to this final rule, J–96 extended between the Los Angeles, CA, VORTAC and the Joliet, IL, VOR/Distance Measuring Equipment (VOR/DME). The route segment between the Cimarron, NM, VORTAC and the Garden City, KS, VORTAC is removed. As amended, the airway is changed to now extend between the Los Angeles VORTAC and the Cimarron VORTAC, and between the Garden City VORTAC and the Joliet VOR/DME.

The NAVAID radials listed in the J–96 description in the regulatory text of this final rule are unchanged and 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 of amending Jet Route J–96 qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321, *et seq.*) and in accordance with FAA Order 150.1G, *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 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. 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 statement.

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 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

Paragraph 2004 Jet Routes.

* * * * *

J-96 [Amended]

From Los Angeles, CA; Paradise, CA; INT Paradise 093° and Parker, CA, 261° radials; Parker; Drake, AZ; Gallup, NM; to Cimarron, NM. From Garden City, KS; Salina, KS; Kirksville, MO; Peoria, IL; to Joliet, IL.

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Issued in Washington, DC, on August 29, 2025.

Brian Eric Konie,

Acting Manager, Rules and Regulations Group.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–2269; Airspace Docket No. 23–ASO–4]

RIN 2120–AA66

Amendment of Jet Routes and Domestic Very High Frequency Omnidirectional Range (VOR) Federal Airways and Revocation of VOR Federal Airway; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jet Routes J–6, J–14, J–66, J–101, J–131, and J–180; amends Very High Frequency Omnidirectional Range (VOR) Federal Airways V–54, V–74, V–124, V–305, V–532, and V–573; and revokes VOR Federal Airway V–534 in the eastern United States. These actions support the Little Rock, AR (LIT), VOR/Tactical Air Navigation (VORTAC) relocation project.

DATES: Effective date 0901 UTC, November 27, 2025. 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.

FAA Order JO 7400.11J, 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.

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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 Service (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

History

The FAA published a NPRM for Docket No. FAA 2023–2269 in the **Federal Register** (88 FR 85133; December 7, 2023), proposing to amend six Jet routes; amend six VOR Federal airways; and revoke one VOR Federal airway in the eastern United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Differences From the NPRM

The NPRM published for Docket No. FAA 2023–2269 in the **Federal Register** (88 FR 85113; December 7, 2023) contained a typographical error in the title and summary section. The title and summary section stated that the NPRM was proposing to revoke one Jet route. This should have stated that it was proposing to revoke one VOR Federal Airway. The Proposal section and regulatory text correctly described revocation of VOR Federal Airway V–534 as intended.

Subsequent publication of the NPRM, the FAA decided to remove Jet Route J–180 from this docket and incorporate it into Docket No. FAA 2024–2226. The final rule for Docket No. FAA 2024–2226 was published in the **Federal Register** (90 FR 14199; March 31, 2025) to streamline the publication of final rules addressing all ATS routes affected by the planned decommissioning of the VOR portion of the Sawmill, LA (SWB), VOR/DME.

Also, subsequent publication of the NPRM, the FAA identified that VOR Federal Airway V–573 was described as extending between the Will Rogers, OK (IRW), VORTAC and the Little Rock, AR (LIT), VORTAC in error. Prior to this final rule, V–573 extended between the Will Rogers, OK (IRW), VORTAC and the Bonham, TX (BYP), VORTAC; and