

**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:

**Q-436 KAYYS, MI to COATE, NJ [Amended]**

KAYYS, MI	FIX	(Lat. 42°53'03.96" N, long. 084°34'50.40" W)
YARRK, Canada	WP	(Lat. 42°31'21.79" N, long. 081°16'05.81" W)
CHAAP, Canada	WP	(Lat. 42°30'19.02" N, long. 080°40'57.36" W)
RAAKK, NY	WP	(Lat. 42°23'59.00" N, long. 078°54'39.00" W)
HERBA, NY	WP	(Lat. 42°14'35.29" N, long. 078°16'27.84" W)
LAAYK, PA	FIX	(Lat. 41°28'32.64" N, long. 075°28'57.31" W)
COATE, NJ	FIX	(Lat. 41°08'10.42" N, long. 074°41'42.60" W)

Excluding the airspace in Canada.

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 2006 United States Area Navigation Routes.*

\* \* \* \* \*

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Issued in Washington, DC, on May 6, 2025.

**Brian Eric Konie,**

*Manager (A), Rules and Regulations Group.*

[FR Doc. 2025–08229 Filed 5–9–25; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2024–2405; Airspace Docket No. 24–ASO–17]

**RIN 2120–AA66**

**Establishment of United States Area Navigation (RNAV) Routes T–492 and T–494; Eastern United States**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes United States Area Navigation (RNAV) Routes T–492 and T–494 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:** Effective date 0901 UTC, August 7, 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](http://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/](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:**

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 Air Traffic Service (ATS) route structure as necessary to preserve the safe and efficient flow of air traffic within the NAS.

**History**

The FAA published a NPRM for Docket No. FAA 2024–2405 in the **Federal Register** (89 FR 84841; October 24, 2024), proposing to establish RNAV Routes T–492 and T–494 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.

**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 amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These amendments will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

This action amends 14 CFR part 71 by establishing RNAV Routes T–492 and T–494 in the eastern United States. This action supports the FAA's NextGen efforts to provide a modern RNAV route structure to improve the safety and efficiency of the NAS. The amendments are described below.

**T–492:** T–492 is a new RNAV route that extends between the FIINN, FL, waypoint (WP) and the DEARY, FL, Fix. The route provides RNAV connectivity for aircraft operating under instrument flight rules (IFR) to transition between the east and west sides of the Tampa International Airport, FL, and overlays VOR Federal Airway V–441 between the YOJIX, FL, Fix and the DEARY Fix.

**T–494:** T–494 is a new RNAV route that extends between the SKWAD, FL, WP and the TWOON, FL, WP. The route provides RNAV connectivity for aircraft operating under IFR to transition

between the east and west sides of the Orlando International Airport, FL.

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 airspace action of establishing RNAV Routes T-492 and T-494 qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321, et seq.), and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5-6.5a, 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 5-6.5b, which categorically excludes from further environmental impact review "Actions regarding establishment of jet routes and Federal airways (see 14 CFR 71.15, Designation of jet routes and VOR Federal airways) . . .", and paragraph 5-6.5i, 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 FAA Order 1050.1F, paragraph 5-2 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. Accordingly, 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 6011 United States Area Navigation Routes.

\* \* \* \* \*

T-492 FIINN, FL to DEARY, FL [New]

Table with 3 columns: Route Name, Type, and Coordinates. Rows include FIINN, FL (WP, 27°58'36.45" N, 082°46'57.63" W), PMPNO, FL (WP, 27°57'57.52" N, 082°19'18.44" W), WEZER, FL (WP, 28°02'26.59" N, 082°02'39.60" W), YOJIX, FL (FIX, 28°02'44.04" N, 081°33'45.34" W), ODDEL, FL (FIX, 28°05'45.51" N, 081°10'10.24" W), DEARY, FL (FIX, 28°06'02.53" N, 080°54'51.40" W).

T-494 SKWAD, FL to TWOON, FL [New]

Table with 3 columns: Route Name, Type, and Coordinates. Rows include SKWAD, FL (WP, 28°25'45.51" N, 081°27'23.25" W), TWOON, FL (WP, 28°25'45.46" N, 081°08'54.93" W).

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Issued in Washington, DC, on May 6, 2025.

Brian Eric Konie,

Manager (A), Rules and Regulations Group.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2024-2573; Airspace Docket No. 23-AGL-20]

RIN 2120-AA66

Amendment of Jet Route J-538 and VOR Federal Airway V-129; Establishment of Canadian RNAV Routes Q-828, Q-945, Q-971, and T-797; and Revocation of Jet Routes J-483 and J-562; Northcentral United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jet Route J-538 and Very High Frequency Omnidirectional Range (VOR) Federal Airway V-129; establishes Canadian Area Navigation (RNAV) Routes Q-828, Q-945, Q-971, and T-797 within United States (U.S.) airspace; and revokes Jet Routes J-483 and J-562. The FAA is taking this action due to NAV CANADA's decommissioning of the Sioux Narrows (VBI), Ontario (ON), Canada, Very High Frequency Omnidirectional Range (VOR)/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID), and the planned decommissioning of the Lumsden (VLN), Saskatchewan (SK), Canada, VOR/Tactical Air Navigation