



## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2025-0372 Airspace Docket No. 24-AAL-126]

#### RIN 2120-AA66

### Amendment of Colored Federal Airway Green 8, Jet Route J-115, United States Area Navigation (RNAV) Route T-227 and Establishment of RNAV Route Q-188 in Alaska.

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend Colored Federal Airway Green 8 (G-8), Jet Route J-115, and United States Area Navigation (RNAV) Route T-227, and establish RNAV Route Q-188 in Alaska. The FAA is proposing this action due to the pending decommissioning of the Shemya, AK, Nondirectional Radio Beacon (NDB).

**DATES:** Comments must be received on or before [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER.]

**ADDRESSES:** Send comments identified by FAA Docket No. FAA-2025-0372 and Airspace Docket No. 24-AAL-126 using any of the following methods:

\* Federal eRulemaking Portal: Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* Mail: Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

\* Hand Delivery or Courier: Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* Fax: Fax comments to Docket Operations at (202) 493-2251.

*Docket:* Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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:** 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 would amend the airway structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

**Comments Invited**

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most

helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

*Privacy:* In accordance with 5 USC 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

### **Availability of Rulemaking Documents**

An electronic copy of this document may be downloaded through the Internet at [www.regulations.gov](http://www.regulations.gov). Recently published rulemaking documents can also be accessed through the FAA's web page at [www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://www.faa.gov/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Western Service Center, Federal Aviation Administration, 2200 South 216th St., Des Moines, WA 98198.

### **Incorporation by Reference**

Colored Federal Airways are published in paragraph 6009, Jet Routes are published in paragraph 2004, United States Area Navigation Routes are published in paragraph 6011 and paragraph 2006 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 proposes to amend the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. These updates would be published in the next update to FAA Order JO 7400.11. That order 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.

## **Background**

In 2003, Congress enacted the Vision 100-Century of Aviation Reauthorization Act (Pub L., 108-176), which established a joint planning and development office in the FAA to manage the work related to the Next Generation Air Transportation System (NextGen). Today, NextGen is an ongoing FAA-led modernization of the nation's air transportation system to make flying safer, more efficient, and more predictable.

In support of NextGen, this proposal is part of an ongoing, large, and comprehensive airway modernization project in the state of Alaska. Part of this project is to transition the Alaskan en route navigation structure away from dependency on NDBs and move to develop and improve the RNAV route structure. The FAA is planning to decommission the Shemya, AK, NDB. As a result, portions of G-8 and J-115 will become unusable. Currently, G-8 extends between the Shemya NDB and the Kachemak, AK, NDB. The FAA is proposing to revoke the segment of G-8 that extends between the Shemya NDB and the Mount Moffet, AK, NDB. The mitigation to the loss of this segment of G-8 is the existing RNAV Route T-227. J-115 currently extends between the Shemya NDB and the Deadhorse, AK, Very High Frequency Omnidirectional Range/Distance Measuring Equipment (VOR/DME). The FAA is proposing to

revoke the segment of J-115 that extends between the Shemya NDB and the Mount Moffet NDB. The mitigation to the loss of this segment of J-115 is RNAV Route Q-188, proposed in this airspace action. The FAA is also proposing to amend RNAV Route T-227 by adding the DEJJE, AK, waypoint (WP) to the route. This amendment will allow enroute transition with instrument procedures at the Adak Airport (ADK). RNAV Route Q-188 would be a direct overlay of the portion of J-115 that is proposed to be revoked.

### **The Proposal**

The FAA is proposing an amendment to 14 CFR part 71 to amend Colored Federal Airway Green 8 (G-8), Jet Route J-115, and RNAV Route T-227, and establish RNAV Route Q-188 in Alaska. The FAA is proposing this action due to the pending decommissioning of the Shemya, AK, NDB.

**G-8:** G-8 currently extends between the Shemya, AK, NDB and the Kachemak, AK, NDB. The FAA proposes to revoke the segment of G-8 that extends between the Shemya NDB and the Mount Moffet, AK, NDB. As amended, G-8 would extend between the Mount Moffet NDB and the Kachemak NDB.

**J-115:** J-115 currently extends between the Shemya, AK, NDB and the Deadhorse, AK, VOR/DME. The FAA proposes to revoke the segment of J-115 that extends between the Shemya NDB and the Mount Moffet, AK, NDB. As amended, J-115 would extend between the Mount Moffet, AK, NDB and the Deadhorse VOR/DME.

**T-227:** T-227 currently extends between the Shemya, AK, VOR/Tactical Air Navigation (VORTAC) and the Deadhorse, AK, VOR/DME. The FAA proposes to amend RNAV Route T-227 by adding the DEJJE, AK, WP to the route. As amended, T-227 would extend between the Shemya VORTAC and the Deadhorse VOR/DME.

**Q-188:** The FAA proposes to establish RNAV Route Q-188. As established, this route would extend between the Shemya, AK, VORTAC and the Mount Moffet, AK, NDB.

### **Regulatory Notices and Analyses**

The FAA has determined that this proposed 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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### **Environmental Review**

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, “Environmental Impacts: Policies and Procedures” prior to any FAA final regulatory action.

### **List of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

### **The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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); 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 6009(a). Green Federal Airways.**

\* \* \* \* \*

**G-8 [Amended]**

From Mount Moffett, AK, NDB, 20 AGL; Dutch Harbor, AK, NDB, 20 AGL; INT Dutch Harbor, AK, NDB 041° and Elfee, AK, NDB 253° bearings, 20 AGL; Elfee, AK, NDB, 20 AGL; Chinook, AK, NDB; INT Chinook, AK, NDB 054° and Kachemak, AK, NDB 269° bearings; to Kachemak, AK, NDB.

\* \* \* \* \*

**Paragraph 2004. Jet Routes.**

\* \* \* \* \*

**J-115 [Amended]**

From Mount Moffett, AK, NDB; Dutch Harbor, AK, NDB; Cold Bay, AK; King Salmon, AK; INT King Salmon 053° and Kenai, AK, 239° radials; Kenai, AK; Anchorage, AK; Big Lake, AK; Fairbanks, AK; Chandalar, AK, NDB; to Deadhorse, AK.

\* \* \* \* \*

**Paragraph 6011. United States Area Navigation Routes.**

\* \* \* \* \*

<b>T-227 Shemya, AK (SYA) to Deadhorse, AK (SCC) [Amended]</b>		
Shemya, AK (SYA)	VORTAC	(lat. 52°43'05.78"N., long. 174°03'43.50"E.)
JANNT, AK	WP	(lat. 52°04'17.88"N., long. 178°15'37.23"W.)
DEJJE, AK	WP	(lat. 51°56'50.41"N., long. 177°15'11.72"W.)
BAERE, AK	WP	(lat. 52°12'11.96"N., long. 176°08'08.53"W.)
ALEUT, AK	WP	(lat. 54°14'16.58"N., long. 166°32'51.82"W.)
MORDI, AK	FIX	(lat. 54°52'49.87"N., long. 165°03'15.24"W.)
GENFU, AK	FIX	(lat. 55°23'18.64"N., long. 163°06'20.78"W.)
BINAL, AK	FIX	(lat. 55°45'59.99"N., long. 161°59'56.43"W.)
WIXER, AK	WP	(lat. 56°54'29.00"N., long. 158°36'10.00"W.)
CULTI, AK	WP	(lat. 58°15'11.91"N., long. 156°31'19.57"W.)
FEDGI, AK	WP	(lat. 59°30'10.87"N., long. 154°14'14.80"W.)
WEZZL, AK	WP	(lat. 59°53'13.86"N., long. 152°24'12.63"W.)
AMOTT, AK	FIX	(lat. 60°52'26.59"N., long. 151°22'23.60"W.)
Big Lake, AK (BGQ)	VORTAC	(lat. 61°34'09.96"N., long. 149°58'01.77"W.)
GLOWS, AK	FIX	(lat. 64°26'15.88"N., long. 148°15'17.88"W.)
PERZO, AK	WP	(lat. 64°40'22.99"N., long. 148°07'20.15"W.)
Fairbanks, AK (FAI)	VORTAC	(lat. 64°48'00.25"N., long. 148°00'43.11"W.)
Deadhorse, AK (SCC)	VOR/DME	(lat. 70°11'57.11"N., long. 148°24'58.17"W.)

\* \* \* \* \*

**Paragraph 2006. United States Area Navigation Routes.**

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<b>Q-188 Shemya, AK (SYA) to Mount Moffett, AK (ADK) [New]</b>		
Shemya, AK (SYA)	VORTAC	(lat. 52°43'05.78"N., long. 174°03'43.50"E.)
Mount Moffett, AK (ADK)	NDB	(lat. 51°52'18.76"N., long. 176°40'33.56"W.)

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Issued in Washington, DC, on February 26, 2025.

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