



## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2025-2415; Airspace Docket No. 25-AGL-3]

RIN 2120-AA66

### **Amendment of Very High Frequency Omnidirectional Range Federal Airways V-14, V-192, V-210, and V-221 in the vicinity of Muncie, Indiana.**

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

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

**SUMMARY:** This action proposes to amend Very High Frequency Omnidirectional Range (VOR) Federal Airways V-14, V-192, V-210, and V-221 in the vicinity of Muncie, Indiana. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Muncie, IN, VOR/Distance Measuring Equipment (DME) navigational aid (NAVAID). This NAVAID is being decommissioned as part of the FAA's VOR Minimum Operational Network (MON) program.

**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-2025-2415 and Airspace Docket No. 25-AGL-3 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 U.S.C. 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 Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX, 76177.

### **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 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. 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.

### **Background**

The FAA is planning to decommission the VOR portion of the Muncie, IN, VOR/DME in May of 2026. The Muncie VOR is one of the candidate VORs identified for discontinuance by the FAA's VOR MON program and listed in the Final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the *Federal Register* on July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082.

Although the VOR portion of the Muncie VOR/DME is planned for decommissioning, the co-located DME portion of the NAVAID is being retained. The DME portion is being retained in support of current and future NextGen PBN procedures. The Air Traffic Service (ATS) routes affected by the planned decommissioning of the Muncie VOR are V-14, V-192, V-210, and V-221.

V-14 currently extends between the Chisum, NM, VOR/Tactical Air Navigation (VORTAC) and the Flag City, OH, VORTAC. A portion of V-14, between the Brickyard, IN, VORTAC and the Flag City VORTAC will become unusable with the decommissioning of Muncie, IN, VOR. Additionally, the portion of V-14 between the Terre Haute, IN, VORTAC and the Brickyard VORTAC is redundant as it is overlaid by V-50.

V-192 currently extends between the Champaign, IL, VORTAC and the Dayton, OH, VOR/DME. The portion of V-192 between the Brickyard, IN VORTAC and the Dayton VOR/DME will become unusable with the decommissioning of the Muncie, IN, VOR. As a mitigation, aircraft can utilize nearby V-50 to navigate between the Brickyard VORTAC and the Dayton VOR/DME.

V-210 currently extends between the Los Angeles, CA, VORTAC and the Lamar, CO, VOR/DME, between the Will Rogers, OK, VORTAC and the Okmulgee, OK, VOR/DME, between the Brickyard, IN, VORTAC and the Rosewood, OH, VORTAC, and between the Harrisburg, PA, VORTAC and the Yardley, PA, VOR/DME. The portion of V-210 between the Brickyard and Rosewood VORTACs will become unusable with the decommissioning of the Muncie VOR.

V-221 currently extends between the Bible Grove, IL, VORTAC and the intersection of the Fort Wayne, IN, VORTAC 016° and the Goshen, IN, Tactical Air Navigation (TACAN) 092° radials. The portion of V-221 between the Shelbyville, IN, Non-directional Radio Beacon (NDB) and the Fort Wayne VORTAC will become unusable with the decommissioning of the Muncie, IN, VOR.

To mitigate the affected Air Traffic Service routes being proposed for amendments, instrument flight rules traffic in the low altitude stratum could use V-11, V-50, or V-55, or request air traffic control (ATC) radar vectors to fly around or through the affected area. Additionally, pilots operating aircraft equipped with area navigation (RNAV) capabilities could also navigate via RNAV Route T-214 or point-to-point using the existing fixes that would

remain in place to support continued operations through the affected area. Visual flight rules (VFR) pilots who elect to navigate via the affected ATS routes could also take advantage of the adjacent routes or ATC services listed previously.

### **The Proposal**

The FAA is proposing an amendment to 14 CFR part 71 to amend VOR Federal Airways V-14, V-192, V-210 and V-221 in the vicinity of Muncie, Indiana.

**V-14:** V-14 currently extends between the Chisum, NM, VORTAC and the Flag City, OH, VORTAC. A portion of V-14, between the Brickyard, IN, VORTAC and the Flag City, VORTAC will become unusable with the decommissioning of Muncie, IN, VOR. Additionally, the portion of V-14 between the Terre Haute, IN, VORTAC and the Brickyard VORTAC is redundant as it is overlaid by V-50. As amended, V-14 would extend between the Chisum VORTAC and the St. Louis, MO, VORTAC.

**V-192:** V-192 currently extends between the Champaign, IL, VORTAC and the Dayton, OH, VOR/DME. The portion of V-192 between the Brickyard, IN VORTAC and the Dayton VOR/DME will become unusable with the decommissioning of the Muncie, IN, VOR. As a mitigation, aircraft can utilize nearby V-50 to navigate between the Brickyard VORTAC and the Dayton VOR/DME. As amended, V-192 would extend between the Champaign VORTAC and the Brickyard VORTAC.

**V-210:** V-210 currently extends between the Los Angeles, CA, VORTAC and the Lamar, CO, VOR/DME, between the Will Rogers, OK, VORTAC and the Okmulgee, OK, VOR/DME, between the Brickyard, IN VORTAC and the Rosewood, OH, VORTAC, and between the Harrisburg, PA, VORTAC and the Yardley, PA, VOR/DME. The portion of V-210 between the Brickyard and Rosewood VORTACs will become unusable with the decommissioning of the Muncie, IN, VOR. As amended, V-210 would extend between the Los Angeles VORTAC and the Lamar VOR/DME, between the Will Rogers VORTAC and the Okmulgee VOR/DME, and between the Harrisburg VORTAC and the Yardley VOR/DME.

**V-221:** V-221 currently extends between the Bible Grove, IL, VORTAC and the intersection of the Fort Wayne, IN, VORTAC 016° and the Goshen, IN, TACAN 092° radials. The portion of V-221 between the Shelbyville, IN, NDB and the Fort Wayne VORTAC will become unusable with the decommissioning of the Muncie, IN, VOR. As amended, V-221 would extend between the Bible Grove VORTAC and the Shelbyville NDB.

The NAVAID radials listed in the V-221 airway description in the regulatory text of this notice of proposed rulemaking are unchanged and stated in degrees true north.

### **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 1050.1G, “FAA National Environmental Policy Act Implementing 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), 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 6010. VOR Federal Airways.**

\* \* \* \* \*

**V-14 [Amended]**

From Chisum, NM; Lubbock, TX; Childress, TX; Hobart, OK; Will Rogers, OK; INT Will Rogers 052° and Tulsa, OK, 246° radials; to Tulsa. From Springfield, MO; Vichy, MO; INT Vichy 067° and St. Louis, MO, 225° radials; to St. Louis.

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**V-192 [Amended]**

From Champaign, IL; Terre Haute, IN, INT 079° and Brickyard, IN, 230° radials; to Brickyard.

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**V-210 [Amended]**

From Los Angeles, CA; INT Los Angeles 083° and Pomona, CA, 240° radials; Pomona; INT Daggett, CA, 229° and Hector, CA, 263° radials; Hector; Goffs, CA; 13 miles, 23 miles 71 MSL, 85 MSL Peach Springs, AZ; Grand Canyon, AZ; Tuba City, AZ; 10 miles 90 MSL, 91 miles 105 MSL Rattlesnake, NM; Alamosa, CO; INT Alamosa 074° and Lamar, CO, 250° radials; 40 miles, 51 miles 65 MSL to Lamar. From Will Rogers, OK; INT Will Rogers 113° and Okmulgee, OK, 238° radials; to Okmulgee. From Harrisburg, PA; Lancaster, PA; INT Lancaster 095° and Yardley, PA, 255° radials; to Yardley.

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**V-221 [Amended]**

From Bible Grove, IL; Hoosier, IN; to Shelbyville, IN.

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Issued in Washington, DC.

Brian Eric Konie,  
Acting Manager, Rules and Regulations Group.  
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