



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2024-2614; Airspace Docket No. 24-ASO-32]

RIN 2120-AA66

Amendment of Jet Routes J-83 and J-85, and Very High Frequency Omnidirectional Range (VOR) Federal Airways V-415 and V-605; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jet Routes J-83 and J-85 in the eastern United States. This action supports the Spartanburg, SC (SPA), Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) relocation project.

DATES: Effective date 0901 UTC, December 24, 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 7400.11M, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Airspace Regulation Group, Operational Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT: Ashley Toth, Airspace Regulation Group, Operational Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; 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 route structure to maintain the efficient flow of air traffic within the National Airspace System (NAS).

History

This action is due to the Spartanburg VORTAC relocation project. The land where the Spartanburg, SC (SPA), VORTAC resides is being developed for other uses which required its relocation. The effective date for the relocation of the Spartanburg VORTAC is December 24, 2026, from "lat. 35°02'01.05"N., long. 081°55'37.24"W.", to 7.97 nautical miles (NM) south-southwest, "lat. 34°54'19.19"N., long. 081°58'11.30"W.". The Magnetic Variation (MAGVAR) for the relocated Spartanburg VORTAC changed from 2.0°W to 7.0°W. The facility identification remains unchanged. These route modifications realign the airway structure resulting from relocation of the Spartanburg VORTAC.

The FAA published an NPRM for Docket No. FAA-2024-2614 in the *Federal Register* (89 FR 103720; December 19, 2024), proposing to amend Jet Routes J-83 and J-85, and VOR Federal Airways V-415 and V-605 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

In the NPRM's description of amendments, the FAA included amendments to VOR Federal Airways V-415 and V-605. After publication of the NPRM, a delay was encountered in the Spartanburg, SC (SPA), VORTAC relocation project, causing a delay in the issuance of this final rule. In the interim, amendments to V-415 and V-605 were separately proposed in Docket No. FAA-2026-2452 (91 FR 10979; March 6, 2026). Accordingly, the amendments proposed to V-415 and V-605 in the NPRM associated with this action have been removed from this final rule. Because these changes simply remove part of the initially proposed amendments without substantively impacting the remaining portions or increasing the burdens on regulated parties, the FAA finds good cause that recirculating the proposal for notice and comment is unnecessary.

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 7400.11M, dated July 30, 2026, and effective September 15, 2026. These updates will be published in the next update to FAA Order JO 7400.11. FAA Order JO 7400.11M, 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 Routes J-83 and J-85 to support the Spartanburg, SC (SPA), VORTAC relocation project in the eastern United States as described below.

J-83: Prior to this final rule, J-83 extended between the Spartanburg VORTAC and the Dryer, OH (DJB), VOR/Distance Measuring Equipment (VOR/DME). Due to the relocation of

the Spartanburg VORTAC, aircraft flying this segment of J-83 conflict with aircraft flying on the adjacent United States Area Navigation (RNAV) Route Q-149. To mitigate this conflict, the FAA is removing the airway segment between the Spartanburg VORTAC and the Appleton, OH (APE), VORTAC. As amended, J-83 is changed to now extend between the Appleton VORTAC and the Dryer VOR/DME.

J-85: Prior to this final rule, J-85 extended between the Spartanburg VORTAC and the Dryer VOR/DME. Due to the relocation of the Spartanburg VORTAC, aircraft flying this segment of J-85 conflict with aircraft flying on the adjacent RNAV Route Q-147. To mitigate this conflict, the FAA is removing the airway segment between the Spartanburg VORTAC and the Charleston, WV (HVQ), VOR/DME. As amended, J-85 is changed to now extend between the Charleston VOR/DME and the Dryer VOR/DME.

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 Order 2100.6B, “Rulemaking and Guidance Procedures” (March 10, 2025); and (3) is expected to result in, at most, de minimis costs from compliance with applicable operating requirements or minor flight rerouting for operators choosing to navigate around the controlled airspace. Since these amendments are routine and the expected impact to operators is de minimis, the FAA certifies 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 Routes J-83 and J-85 to support the Spartanburg, SC (SPA), VORTAC relocation project in the eastern United States qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. § 4321 et seq.)

and in accordance with 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(b), 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*)...”. As such, this action is not expected to result in any potentially significant environmental impacts. In accordance with 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 7400.11M, Airspace Designations and Reporting Points, dated July 30, 2026, and effective September 15, 2026, is amended as follows:

Paragraph 2004. Jet Routes.

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J-83 [Amended]

From Appleton, OH; to Dryer, OH.

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J-85 [Amended]

From Charleston, WV; INT Charleston 357° and Dryer, OH, 172° radials; to Dryer.

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Issued in Washington, DC, on October 7, 2026.

Brian Eric Konie,

Acting Manager, Airspace Regulation Group.

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