

implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The first is categorical exclusion 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). The second is categorical exclusion 5–6.5k, Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. 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 study.

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 part 71 is amended 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 7400.11F, Airspace Designations and Reporting

Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

Paragraph 2004 Jet Routes.

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J–107 [Amended]

From Los Angeles, CA; INT Los Angeles 083° and Hector, CA, 226° radials; Hector; Boulder City, NV; Milford, UT; Rock Springs, WY; Muddy Mountain, WY; to Dupree, SD.

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J–515 [Amended]

From Whitehorse, YT, Canada; Northway, AK; Fairbanks, AK; Bettles, AK; to Barrow, AK. The airspace within Canada is excluded.

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Paragraph 6010(a) VOR Federal Airways.

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V–181 [Amended]

From Kirksville, MO; Lamoni, IA; Omaha, IA; Norfolk, NE; Yankton, SD; Sioux Falls, SD; Watertown, SD; 34 miles, 24 miles, 34 MSL, Fargo, ND; to Grand Forks, ND.

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Paragraph 6011 United States Area Navigation Routes.

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T–407 Sioux Falls, SD (FSD) to ZOMTA, MN [New]

Sioux Falls, SD (FSD)	VORTAC	(Lat. 43°38'58.14" N, long. 096°46'52.02" W)
FFORT, SD	WP	(Lat. 44°58'47.45" N, long. 097°08'30.36" W)
Fargo, ND (FAR)	VOR/DME	(Lat. 46°45'12.01" N, long. 096°51'04.75" W)
Grand Forks, ND (GFK)	VOR/DME	(Lat. 47°57'17.40" N, long. 097°11'07.33" W)
WUBED, MN	FIX	(Lat. 48°43'30.50" N, long. 097°07'40.81" W)
ZOMTA, MN	WP	(Lat. 49°00'00.00" N, long. 097°07'54.80" W)

Paragraph 7001 Domestic Low Altitude Reporting Points.

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Humboldt, MN [Removed]

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Issued in Washington, DC, on September 27, 2021.

Michael R. Beckles,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2021–21475 Filed 10–1–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2021–0532; Airspace Docket No. 21–ASO–19]

RIN 2120–AA66

Amendment of Class E Airspace; Chester, SC, Lancaster, SC, Waxhaw, NC, and Lincolnton, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace extending upward from 700 feet above the surface for Chester Catawba Regional Airport, Chester, SC; Lancaster County-McWhirter Field Airport, Lancaster, SC; JAARS-Townsend Airport, Waxhaw, NC; and Lincolnton-Lincoln County Regional Airport, Lincolnton, NC. The FAA is making this action as a result of the Charlotte Class B Biennial Review. This action updates the airport names of

Chester Catawba Regional Airport, JAARS-Townsend Airport, and Lincolnton-Lincoln County Regional Airport. In addition, this action updates the geographic coordinates of Lancaster County-McWhirter Field Airport and Lincolnton-Lincoln County Regional Airport to coincide with the FAA’s database. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

DATES: Effective 0901 UTC, December 2, 2021. 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: FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at https://www.faa.gov/air_traffic/publications/. For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; Telephone: (202) 267–8783.

The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order JO 7400.11F at NARA, email fr.inspection@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; Telephone (404) 305-6364.

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 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 amends the Class E airspace extending upward from 700 feet above the surface in Chester, SC; Lancaster, SC; Waxhaw, NC; and Lincolnton, NC, to support IFR operations in the area.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (86 FR 38617, July 22, 2021) for Docket No. FAA-2021-0532 to amend Class E airspace extending upward from 700 feet above the surface at:

Chester Catawba Regional Airport, Chester, SC by increasing the airport radius to 9.0 miles, (previously 7.0 miles). In addition, this action proposed to update the airport's name to Chester Catawba Regional Airport, (previously Chester Municipal Airport).

Lancaster County-McWhirter Field Airport, Lancaster, SC by increasing the airport radius to 8.3 miles, (previously 7.0 miles) and within 4.0 miles each side of the 059° bearing from the airport extending from the 8.3-mile radius to 10.9 miles northeast of the airport. This action proposed to update the geographical coordinates of the Lancaster County-McWhirter Field Airport to coincide with the FAA's database.

JAARS-Townsend Airport, Waxhaw, NC by increasing the airport radius to

9.3 miles, (previously 7 miles). In addition, this action proposed to update the airport name to JAARS-Townsend Airport, (previously Waxhaw, JAARS-Townsend Airport).

Lincolnton-Lincoln County Regional Airport, Lincolnton, NC, by increasing the airport radius to 8.5 miles, (previously 6.4 miles). In addition, this action proposed to update the airport name to Lincolnton-Lincoln County Regional Airport, (previously Lincolnton, Lincoln County Airport), and update the geographical coordinates of the Lincolnton-Lincoln County Regional Airport to coincide with the FAA's database.

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in Paragraph 6005, of FAA Order JO 7400.11F, dated August 10, 2021, and effective September 15, 2021, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021. FAA Order JO 7400.11F is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic routes, and reporting points.

The Rule

The FAA is amending 14 CFR part 71 by amending the Class E airspace extending upward from 700 feet above the surface at:

Chester Catawba Regional Airport, Chester, SC by increasing the airport radius to 9.0 miles, (previously 7.0 miles). In addition, this action updates the airport name to Chester Catawba Regional Airport, (previously Chester Municipal Airport).

Lancaster County-McWhirter Field Airport, Lancaster, SC by increasing the airport radius to 8.3 miles, (previously 7.0 miles) and within 4.0 miles each side of the 059° bearing from the airport extending from the 8.3-mile radius to 10.9 miles northeast of the airport. This action also updates the geographical coordinates of the Lancaster County-McWhirter Field Airport to coincide with the FAA's database.

JAARS-Townsend Airport, Waxhaw, NC by increasing the airport radius to 9.3 miles, (previously 7 miles). In addition, this action updates the airport name to JAARS-Townsend Airport, (previously Waxhaw, JAARS-Townsend Airport).

Lincolnton-Lincoln County Regional Airport, Lincolnton, NC, by increasing the airport radius to 8.5 miles, (previously 6.4 miles). In addition, this action updates the airport name to Lincolnton-Lincoln County Regional Airport, (previously Lincolnton, Lincoln County Airport). This action also updates the geographical coordinates of the Lincolnton-Lincoln County Regional Airport to coincide with the FAA's database. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

FAA Order JO 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

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 minimal. Since this is a routine matter that only affects air traffic procedures an 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 qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

Lists of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air)

Adoption of 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 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 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

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ASO SC E5 Chester, SC [Amended]

Chester Catawba Regional Airport, SC
(Lat. 34°47'22" N, long. 81°11'45" W)

That airspace extending upward from 700 feet or more above the surface of the earth within a 9.0-mile radius of Chester Catawba Regional Airport.

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ASO SC E5 Lancaster, SC [Amended]

Lancaster County-McWhirter Field Airport, SC
(Lat. 34°43'22" N, long. 80°51'17" W)

That airspace extending upward from 700 feet above the surface within an 8.3-mile radius of Lancaster County-McWhirter Field Airport, within 4 miles each side of the 059° bearing from the airport extending from the 8.3-mile radius to 10.9 miles northeast of the airport.

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ASO NC E5 Waxhaw, NC [Amended]

JAARS-Townsend Airport, NC
(Lat. 34°51'50" N, long. 80°44'53" W)

That airspace extending upward from 700 feet above the surface within a 9.3-mile radius of JAARS-Townsend Airport.

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ASO NC E5 Lincolnton, NC [Amended]

Lincolnton-Lincoln County Regional, NC
(Lat. 35°28'59" N, long. 81°09'41" W)

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Lincolnton-Lincoln County Regional Airport.

Issued in College Park, Georgia, on September 28, 2021.

Andreese C. Davis,

Manager, Airspace & Procedures Team South, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2021–21494 Filed 10–1–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31391; Amdt. No. 3975]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective October 4, 2021. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 4, 2021.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination

1. U.S. Department of Transportation, Docket Ops-M30, 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, DC 20590–0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Information Services, 6500 South

MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fr.inspection@nara.gov or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Availability

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at nfdc.faa.gov to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

FOR FURTHER INFORMATION CONTACT:

Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration, Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg. 29 Room 104, Oklahoma City, OK 73169. Telephone (405) 954–4164.

SUPPLEMENTARY INFORMATION: This rule amends 14 CFR part 97 by establishing, amending, suspending, or removes SIAPs, Takeoff Minimums and/or ODPS. The complete regulatory description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms 8260–3, 8260–4, 8260–5, 8260–15A, 8260–15B, when required by an entry on 8260–15A, and 8260–15C.

The large number of SIAPs, Takeoff Minimums and ODPs, their complex nature, and the need for a special format make publication in the **Federal Register** expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their graphic depiction on charts printed by publishers or aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the typed of SIAPs, Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the