

Cathcart, Manager, Operations Support Group, Eastern Service Area, Air Traffic Organization, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; or via email to: [9-AJO-BNA-Class-C-Comments@faa.gov](mailto:9-AJO-BNA-Class-C-Comments@faa.gov).

**FOR FURTHER INFORMATION CONTACT:** Ray E. Cummins, Air Traffic Manager, Nashville Airport Traffic Control Tower, 515 Olen Taylor Dr., Nashville, TN 37217; telephone: (615) 695-4501. Email: [Ray.E.Cummins@faa.gov](mailto:Ray.E.Cummins@faa.gov).

**SUPPLEMENTARY INFORMATION:**

**Agenda for the Meeting**

- Presentation of Meeting Procedures
- Informal Presentation of the Planned Class C Airspace Area
- Public Presentations
- Discussion and Questions
- Closing Comments

**Meeting Procedures**

(a) *Registration:* To attend the meeting, the public can register here: [https://zoom.us/webinar/register/WN\\_nEcLldHdSluqb89gW\\_212Q](https://zoom.us/webinar/register/WN_nEcLldHdSluqb89gW_212Q).

(b) The meeting will be open to all persons on a space-available basis. There will be no admission fee or other charge to attend and participate. The meeting will be informal in nature and will be conducted by one or more representatives of the FAA Eastern Service Area. A representative from the FAA will present a briefing on the planned airspace modifications.

(c) Each participant will be given an opportunity to deliver comments or make a presentation, although a time limit may be imposed. Only comments concerning the plan to modify the Nashville Class C airspace area will be accepted.

(d) Each person wishing to make a presentation will be asked to note their intent when registering for the meeting so those time frames can be established. This meeting will not be adjourned until everyone registered to speak has had an opportunity to address the panel. This meeting may be adjourned at any time if all persons present have had an opportunity to speak.

(e) Position papers or other handout material relating to the substance of the meeting will be accepted. Participants submitting papers or handout materials should send them to the mail or email address noted in the COMMENTS section, above.

(f) The meeting will be available on the FAA YouTube channel. A summary of the comments made at the meeting will be filed in the rulemaking docket.

Information gathered through this meeting will assist the FAA in drafting a notice of proposed rulemaking

(NPRM) that would be published in the **Federal Register**. The public will be afforded the opportunity to comment on any NPRM published on this matter.

A graphic depiction of the proposed airspace modifications may be viewed at the following URL: <https://www.faa.gov/go/nash>. Note: This URL link will become available on December 17, 2021.

**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.

Issued in Washington, DC, on December 7, 2021.

**Margaret C. Flategraff,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2021-26980 Filed 12-13-21; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2021-1048; Airspace Docket No. 21-ASO-13]

**RIN 2120-AA66**

**Proposed Amendment of VOR Federal Airways V-7, V-9, and V-11; Eastern United States**

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

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

**SUMMARY:** This action proposes to modify VHF Omnidirectional Range (VOR) Federal airways V-7, V-9, and V-11. This action is necessary due to the planned decommissioning of the Dyersburg, TN, (DYR); Malden, MO, (MAW); and the Muscle Shoals, AL, (MSL), VOR and Tactical Air Navigation (VORTAC) facilities, under the FAA's VOR Minimum Operational Network (MON) program, which provide navigation guidance for segments of the routes.

**DATES:** Comments must be received on or before January 28, 2022.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590; telephone: 1 (800) 647-5527 or (202) 366-9826. You must identify FAA Docket No. FAA-2021-1048; Airspace Docket No. 21-ASO-13 at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

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/](https://www.faa.gov/air_traffic/publications/). For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783. FAA Order JO 7400.11F 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](mailto:fr.inspection@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Rules and Regulations Group, Office of 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 modify the VOR Federal airway route structure in the eastern United States to maintain the efficient flow of air traffic.

**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2021-1048; Airspace Docket No. 21-ASO-13) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit

comments through the internet at <https://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2021-1048; Airspace Docket No. 21-ASO-13." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified comment closing date will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### Availability of NPRM's

An electronic copy of this document may be downloaded through the internet at <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://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 Office (see **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

#### Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend 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 proposed rule. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

#### The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to modify VOR Federal airways V-7, V-9, and V-11 in the eastern United States due to the planned decommissioning of the Dyersburg, TN, (DYR); Malden, MO,

(MAW); and the Muscle Shoals, AL, (MSL) VORTACs as part of the FAA VOR MON program. The proposed route changes are described below.

V-7: V-7 currently consists of three separate parts: From Dolphin, FL, to Muscle Shoals, AL; From Pocket City, IN, to the intersection of radials from the Chicago Heights, IL, and Badger, WI, navigation aids; and From Green Bay, WI, to Sawyer, MI. The FAA proposes to amend the first part of the route by removing the segment between Vulcan, AL, and Muscle Shoals, AL. As amended, the first part of V-7 would extend between Dolphin, FL, and Montgomery, AL. Parts two and three of the route would remain unchanged. Additionally, the current legal description of V-7 contains the following statements: "The airspace below 2,000 feet MSL outside the United States is excluded. The portion outside the United States has no upper limit." A review of aeronautical charts revealed that no part of V-7 extends outside of United States airspace. Therefore, the FAA intends to remove the statements from the legal description. Other changes to V-7 are being proposed in a separate docket action.

V-9: V-9 currently consists of two separate parts: From Leeville, LA, to Pontiac, IL; and from Janesville, WI, to Houghton, MI. The FAA proposes to remove the airway segments between Sidon, MS, and Malden, MO, from the first part of the route. As a result, the first part of the route would extend between Leeville, LA, and Magnolia, MS. This proposal would move the start point for the second part of the route from Janesville, WI, to Farmington, MO. The second part of the route would extend from Farmington to Pontiac, IL. V-9 would then consist of a third part from Janesville, WI, to Houghton, MI.

V-11: V-11 currently extends between Magnolia, MS, and the intersection of the Fort Wayne, IN, 038°, and the Flag City, OH, 308° radials. The FAA proposes to remove the segments between Magnolia, MS, and Dyersburg, TN. As amended, V-11 would extend between Cunningham, KY and the intersection of the Fort Wayne, IN, 038°, and the Flag City, OH, 308° radials, as currently charted.

Domestic VOR Federal airways are published in paragraph 6010(a) 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 VOR Federal airways listed in this document would be subsequently published in FAA Order JO 7400.11.

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 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 Department of Transportation (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), 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 6010(a) Domestic VOR Federal Airways.*

\* \* \* \* \*

**V-7 [Amended]**

From Dolphin, FL; INT Dolphin 299° and Lee County, FL, 120° radials; Lee County; Lakeland, FL; Cross City, FL; Seminole, FL; Wiregrass, AL; INT Wiregrass 333° and Montgomery, AL, 129° radials; Montgomery. From Pocket City, IN; INT Pocket City 016° and Terre Haute, IN, 191° radials; Terre Haute; Boiler, IN; Chicago Heights, IL; to INT Chicago Heights 358° and Badger, WI, 117° radials. From Green Bay, WI; Menominee, MI; to Sawyer, MI.

\* \* \* \* \*

**V-9 [Amended]**

From Leeville, LA; McComb, MS; INT McComb 004° and Magnolia, MS 194° radials; to Magnolia. From Farmington, MO; St. Louis, MO; Spinner, IL; to Pontiac, IL. From Janesville, WI; Madison, WI; Oshkosh, WI; Green Bay, WI; Iron Mountain, MI; to Houghton, MI.

\* \* \* \* \*

**V-11 [Amended]**

From Cunningham, KY; Pocket City, IN; Brickyard, IN; Marion, IN; Fort Wayne, IN; to INT Fort Wayne 038° and Flag City, OH, 308° radials.

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Issued in Washington, DC, on December 7, 2021.

**Margaret C. Flategraff,**  
*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2021-26978 Filed 12-13-21; 8:45 am]

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**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 52**

[EPA-R09-OAR-2021-0773; FRL-9219-01-R9]

**Air Plan Approval; Arizona; Maricopa County Air Quality Department**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is proposing to approve revisions to the Maricopa County Air Quality Department (MCAQD) portion of the Arizona State Implementation Plan (SIP). These revisions concern emissions of particulate matter (PM) from wood burning devices. We are proposing to approve local rules to regulate this emission source under the Clean Air Act (CAA or the Act). We are taking comments on this proposal and plan to follow with a final action.

**DATES:** Comments must be received on or before January 13, 2022.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA-R09-OAR-2021-0773 at <https://www.regulations.gov>. For comments submitted at *Regulations.gov*, follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from *Regulations.gov*. The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.* on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on

making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>. If you need assistance in a language other than English or if you are a person with disabilities who needs a reasonable accommodation at no cost to you, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section.

**FOR FURTHER INFORMATION CONTACT:** Christine Vineyard, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105. By phone: (415) 947-4125 or by email at [vineyard.christine@epa.gov](mailto:vineyard.christine@epa.gov).

**SUPPLEMENTARY INFORMATION:** Throughout this document, “we,” “us” and “our” refer to the EPA.

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**I. The State’s Submittal**

*A. What rules did the State submit?*

Table 1 lists the rules addressed by this proposal with the date that they were adopted by the local air agency and submitted by the Arizona State Department of Environmental Quality (ADEQ).

TABLE 1—SUBMITTED RULES

Local agency	Rule No. Ordinance No.	Rule title	Revised	Submitted
MCAQD .....	Ordinance P-26 .....	Residential Woodburning Restriction .....	10/23/19	11/20/19
MCAQD .....	Rule 314 .....	Outdoor Fires and Commercial/Institutional Solid Fuel Burning.	10/23/19	11/20/19

On May 20, 2020, the submittal for MCAQD Ordinance P-26 and Rule 314 was deemed by operation of law to meet the completeness criteria in 40 CFR part 51 Appendix V, which must be met before formal EPA review.

*B. Are there other versions of these rules?*

We approved earlier versions of Ordinance P-26 and Rule 314 into the SIP on 11/9/09 (74 FR 57612). The MCAQD adopted revisions to the SIP-approved versions on 10/23/19 and ADEQ submitted them to us on 11/20/19. In its submittal letter, ADEQ

requested that, upon approval of the revised versions of Ordinance P-26 and Rule 314, the EPA remove the old versions of these rules from this SIP. If we take final action to approve the 10/23/19 versions of Ordinance P-26 and Rule 314, these versions will replace the previously approved versions of these rules in the SIP.