

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 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 only affects air traffic procedures and 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 of amending VOR Federal airways V-37 and V-270, and removing VOR Federal airway V-43, due to the planned decommissioning of the VOR portion of the Erie, PA, VORTAC navigational aid, qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 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). 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 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-37 [Amended]

From Craig, FL; Brunswick, GA; INT Brunswick 014° and Savannah, GA, 177° radials; Savannah; Allendale, SC; Columbia, SC; Charlotte, NC; Pulaski, VA; Elkins, WV; Clarksburg, WV; INT Clarksburg 359° and Ellwood City, PA, 185° radials; to Ellwood City.

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#### V-43 [Removed]

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#### V-270 [Amended]

From Elmira, NY; Binghamton, NY; DeLancey, NY; Chester, MA; INT Chester 091° and Boston, MA, 262° radials; to Boston.

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Issued in Washington, DC, on January 6, 2022.

**Michael R. Beckles,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2022-00288 Filed 1-13-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2021-0473; Airspace Docket No. 21-AGL-3]

RIN 2120-AA66

### Amendment to Area Navigation (RNAV) T-302; Midwestern United States

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

**ACTION:** Final rule.

**SUMMARY:** This action amends RNAV route T-302 by extending it further to the east from its current endpoint. This action supplements the National Airspace System (NAS) enroute structure, as well as provides additional RNAV options in the Midwest. Additionally, this action supports the FAA’s Next Generation (NextGen) Air Transportation System efforts to transition the NAS from ground-based to space-based navigation.

**DATES:** Effective date 0901 UTC, March 24, 2022. 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/](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. 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](mailto:fr.inspection@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:** Jesse Acevedo, 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 modifies the route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA–2021–0473, in the **Federal Register** (86 FR 35235; July 2, 2021), amending T–302 by extending it further to the east from its current endpoint. This action expands the availability of RNAV routing in support of transitioning the NAS from ground-based to satellite-based navigation. The FAA invited interested parties to participate in this rulemaking effort by submitting written comments on the proposal. There were no comments received.

United States Area Navigation T-routes are published in paragraph 6011 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 RNAV route listed in this document will be published subsequently in FAA Order JO 7400.11.

**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 service routes, and reporting points.

**The Rule**

This action amends 14 CFR part 71 by amending RNAV route T–302 extending it eastward. This action supports the FAA’s NextGen efforts by transitioning the NAS from ground-based to satellite-based navigation.

The route change is described below. T–302: T–302 extends between the CUKIS, OR, waypoint (WP) and the LLUKY, NE, WP. This action extends the route from the LLUKY, NE, WP to the GRIFT, IL, WP. The resulting RNAV route extends between the CUKIS, OR, WP to the GRIFT, IL, WP.

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

**Regulatory Notices and Analyses**

The FAA 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 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 only affects air traffic procedures and 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 determined that this action of extending T–302 to the east qualifies for categorical exclusion under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*) and its implementing regulations at 40 CFR part 1500, and in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 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). 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 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 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 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 6011 United States Area Navigation Routes.*

\* \* \* \* \*

**T–302 CUKIS, OR to GRIFT, IL [Amended]**

CUKIS, OR	WP	(Lat. 45°20’59.59” N, long. 122°21’49.41” W)
JJETT, OR	WP	(Lat. 44°56’35.43” N, long. 121°40’56.36” W)
CUPRI, OR	FIX	(Lat. 44°37’03.76” N, long. 121°15’13.89” W)
ZUDMI, OR	WP	(Lat. 44°19’59.29” N, long. 120°28’10.92” W)
Wildhorse, OR (ILR)	VOR/DME	(Lat. 43°35’35.27” N, long. 118°57’18.18” W)
JOSTN, OR	WP	(Lat. 43°34’16.92” N, long. 117°53’51.34” W)
UKAYI, ID	WP	(Lat. 43°46’57.60” N, long. 117°05’24.14” W)
PARMO, ID	FIX	(Lat. 43°45’32.78” N, long. 116°49’10.43” W)
ADEXE, ID	WP	(Lat. 43°30’16.79” N, long. 116°26’53.72” W)
FEVDO, ID	WP	(Lat. 42°53’48.88” N, long. 115°02’00.30” W)
TOXEE, ID	FIX	(Lat. 42°41’41.81” N, long. 114°27’13.10” W)
JADUP, ID	WP	(Lat. 42°44’32.00” N, long. 113°42’15.22” W)
MIKAE, WY	WP	(Lat. 42°06’36.88” N, long. 110°35’59.28” W)
BXTER, WY	WP	(Lat. 41°53’13.97” N, long. 110°04’52.38” W)
EEBEE, WY	WP	(Lat. 41°44’07.05” N, long. 109°35’10.21” W)

REGVE, WY	WP	(Lat. 41°38'35.07" N, long. 109°20'30.96" W)
Rock Springs, WY (OCS)	VOR/DME	(Lat. 41°35'24.76" N, long. 109°00'55.18" W)
FKLA, WY	WP	(Lat. 41°56'20.50" N, long. 106°57'11.03" W)
Medicine Bow, WY (MBW)	VOR/DME	(Lat. 41°50'43.88" N, long. 106°00'15.42" W)
Scottsbluff, NE (BFF)	VORTAC	(Lat. 41°53'38.99" N, long. 103°28'55.31" W)
WAKPA, NE (BFF)	WP	(Lat. 42°03'21.64" N, long. 103°04'57.99" W)
Alliance, NE (AIA)	VOR/DME	(Lat. 42°03'20.27" N, long. 102°48'16.00" W)
MARSS, NE	FIX	(Lat. 42°27'48.92" N, long. 100°36'15.32" W)
PUKFA, NE	WP	(Lat. 42°22'59.52" N, long. 099°59'36.42" W)
GIYED, NE	FIX	(Lat. 42°30'22.02" N, long. 099°08'05.55" W)
LLUKY, NE	WP	(Lat. 42°29'20.26" N, long. 098°38'11.44" W)
KAATO, IA	WP	(Lat. 42°35'06.89" N, long. 095°58'53.08" W)
ROKKA, IA	WP	(Lat. 42°37'00.00" N, long. 094°04'03.00" W)
Waterloo, IA (ALO)	VOR/DME	(Lat. 42°33'23.39" N, long. 092°23'56.13" W)
Dubuque, IA (DBQ)	VORTAC	(Lat. 42°24'05.29" N, long. 090°42'32.68" W)
JOOLZ, IL	WP	(Lat. 42°20'41.49" N, long. 090°12'12.00" W)
GRIFT, IL	WP	(Lat. 42°17'28.14" N, long. 088°53'41.42" W)

\* \* \* \* \*

Issued in Washington, DC, on January 6, 2022.

**Michael R. Beckles,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2022-00289 Filed 1-13-22; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2021-0804; Airspace Docket No. 20-AWP-56]

**RIN 2120-AA66**

#### Modification of Class D and Class E Airspace; China Lake NAWS (Armitage Field) Airport, CA

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

**ACTION:** Final rule.

**SUMMARY:** This action modifies the Class D airspace at China Lake NAWS (Armitage Field) Airport, China Lake, CA. This action also modifies the Class E airspace extending upward from 700 feet above the surface. Additionally, this action removes the China Lake (Navy) TACAN from the Class E5 text header and airspace description. Lastly, this action implements numerous administrative updates to the Class D and Class E5 text headers and the Class D airspace description. This action ensures the safety and management of instrument flight rule (IFR) operations at the airport.

**DATES:** Effective 0901 UTC, March 24, 2022. 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/](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. 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:

Nathan A. Chaffman, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231-3460.

#### 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 modifies the Class D and Class E airspace at China Lake NAWS (Armitage Field) Airport, China Lake, CA, to ensure the safety and management of IFR operations at the airport.

##### History

The FAA published a notice of proposed rulemaking in the **Federal Register** (86 FR 56843; October 13, 2021) for Docket No. FAA-2021-0804 to

modify the Class D and Class E airspace at China Lake NAWS (Armitage Field) Airport, China Lake, CA. 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 D and Class E5 airspace designations are published in paragraphs 5000, and 6005, respectively, 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 designation listed in this document will be published subsequently in FAA Order JO 7400.11.

#### 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 service routes, and reporting points.

#### The Rule

This amendment to 14 CFR part 71 modifies the Class D airspace at China Lake NAWS (Armitage Field) Airport, China Lake, CA. To properly contain departing IFR aircraft flying toward or over rising terrain, the Class D is extended to the southwest of the airport.

This action also modifies the Class E airspace extending upward from 700 feet above the surface. This airspace is designed to contain departing IFR aircraft until reaching 1,200 feet above the surface and arriving IFR aircraft descending below 1,500 feet above the surface. New IFR approach procedures to Runway 03 were recently established at China Lake NAWS (Armitage Field) Airport, therefore, additional Class E