

is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the preparation of an environmental assessment.

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

\* \* \* \* \*

#### ANM CO E5 Burlington, CO [Amended]

Kit Carson County Airport, CO

(Lat. 39°14'33" N, long. 102°17'07" W)

That airspace extending upward from 700 feet above the surface within 6.5-mile radius of the Kit Carson County Airport, and within a 7.0-mile radius of the airport from the 207° bearing from the airport clockwise to the 283° bearing from the airport, and within 2.6 miles on each side of the 160° bearing from the airport, extending from the 6.5-mile radius to 8.5 miles south of the airport, and within 2.6 miles on each side of the 326° bearing from the airport, extending from the 6.5-mile radius to 7.5 miles northwest of the airport, and within 1.0 mile on each side of the 340° bearing from the airport, extending from the 6.5-mile radius to 10.8 miles north of the airport.

Issued in Des Moines, Washington, on February 8, 2022.

**B.G. Chew,**

*Acting Group Manager, Operations Support Group, Western Service Center.*

[FR Doc. 2022–03203 Filed 2–14–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2021–0479; Airspace Docket No. 21–AGL–5]

RIN 2120–AA66

### Amendment of VOR Federal Airways V–170, V–175 and V–250; Establishment of Area Navigation (RNAV) Route T–400; in the Vicinity of Worthington, MN.

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

**ACTION:** Final rule; delay of effective date.

**SUMMARY:** This action changes the effective date of a final rule published in the **Federal Register** on January 14, 2022, amending VHF Omnidirectional Range (VOR) Federal airways V–170, V–175, and V–250, and establishing area navigation (RNAV) route T–400, due to the planned decommissioning of the VOR portion of the Worthington, MN, VOR/Distance Measuring Equipment (VOR/DME) navigational aid. The FAA is delaying the effective date to facilitate continued use of the current Air Traffic Procedures, while allowing sufficient time for redesign of the proposed procedures, in order to meet to required current procedure criteria.

**DATES:** The effective date of the final rule published on January 14, 2022 (87 FR 2322) is delayed until September 8, 2022. The Director of the Federal Register approved this incorporation by reference action under Title 1 Code of Federal Regulations part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

**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:

##### Background

The FAA published a final rule in the **Federal Register** for Docket No. FAA–2021–0479 (87 FR 2322, January 14, 2022), amending VOR Federal airways V–170, V–175, and V–250, and establishing RNAV route T–400, due to the planned decommissioning of the VOR portion of the Worthington, MN, VOR/DME. The effective date for that final rule is March 24, 2022. Subsequent to publication of the final rule, the Flight Standards Procedure Review

Board (PRB) denied a waiver request to use a higher climb gradient than specified in current criteria for a portion of the Air Traffic Procedures that were revised in support of this action. The FAA is delaying the effective date to September 8, 2022 to facilitate continued use of the current Air Traffic Service procedures, while allowing sufficient time for the redesign of the proposed procedures, in order to meet the required current procedural criteria.

To facilitate the safe and continuous use of existing air traffic procedures while the ATS route procedures are redesigned, the planned decommissioning date for the Worthington, MN, VOR has been postponed to September 8, 2022. The rule amending V–170, V–175, and V–250, and establishing area navigation T–400 is delayed to coincide with that date.

VOR Federal airways and RNAV T-routes are published in paragraphs 6010(a) and 6011, respectively, of FAA Order JO 7400.11F, dated August 20, 2021, and effective September 15, 2021, which are incorporated by reference in 14 CFR 71.1. The ATS routes listed in this document will be published subsequently in FAA Order JO 7400.11.

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

#### Good Cause for No Notice and Comment

Section 553(b)(3)(B) of Title 5, United States Code, (the Administrative Procedure Act) authorizes agencies to dispense with notice and comment procedures for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without seeking comment prior to the rulemaking. The FAA finds that prior notice and public comment to this final rule is unnecessary due to the brief length of the extension of the effective date and the fact that there is no substantive change to the rule.”

#### Delay of Effective Date

Accordingly, pursuant to the authority delegated to me, the effective date of the final rule, Airspace Docket 21–AGL–5, as published in the **Federal Register** on January 14, 2022 (87 FR 2322), FR Doc. 2022–00457, is hereby delayed until September 8, 2022.

**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 February 9, 2022.

**Michael R. Beckles,**  
Manager, Rules and Regulations Group.  
[FR Doc. 2022-03129 Filed 2-14-22; 8:45 am]

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## DEPARTMENT OF ENERGY

### Federal Energy Regulatory Commission

#### 18 CFR Part 12

[Docket No. RM20-9-000; Order No. 880]

#### Safety of Water Power Projects and Project Works

**AGENCY:** Federal Energy Regulatory Commission, Department of Energy.  
**ACTION:** Final rule; correction.

**SUMMARY:** The Federal Energy Regulatory Commission (Commission) is correcting a final rule that appeared in the **Federal Register** on January 11, 2022. The final rule revised the Commission's regulations governing the safety of hydroelectric projects licensed by the Commission under the Federal Power Act.

**DATES:** The rule is effective April 11, 2022.

**FOR FURTHER INFORMATION CONTACT:** Tara DiJohn (Legal Information), Office of the General Counsel, Federal Energy Regulatory Commission, 888 First Street NE, Washington, DC 20426, (202) 502-8671, [tara.dijohn@ferc.gov](mailto:tara.dijohn@ferc.gov).

**SUPPLEMENTARY INFORMATION:** In FR Doc. 2021-27736 appearing on pages 1490-1520, in the **Federal Register** of Tuesday, January 11, 2022, the following corrections are made:

#### § 12.3 [Corrected]

■ 1. On page 1513, in the second column, in amendatory instruction 2.b. for § 12.3, the instruction "Redesignating paragraph (b)(4)(xiii) as (b)(4)(xix);" is corrected to read "Redesignating paragraph (b)(4)(xiii) as paragraph (b)(4)(xiv);".

■ 2. On page 1514, in the second column, in amendatory instruction 4 for § 12.10, paragraph (a)(1) and the first sentence of paragraph (a)(2) are corrected to read as follows:

#### § 12.10 [Corrected]

(a) \* \* \* (1) *Initial reports.* An applicant or licensee must report by email or telephone to the Regional Engineer any condition affecting the safety of a project or projects works, as defined in § 12.3(b)(4). The initial report must be made as soon as practicable

after that condition is discovered, preferably within 72 hours, without unduly interfering with any necessary or appropriate emergency repair, alarm, or other emergency action procedure.

(2) \* \* \* Following the initial report required in paragraph (a)(1) of this section, the applicant or licensee must submit to the Regional Engineer a written report on the condition affecting the safety of the project or project works verified in accordance with § 12.13.

\* \* \*  
\* \* \* \* \*

#### §§ 12.40 through 12.44 [Redesignated as §§ 12.50 through 12.54] [Corrected].

■ 3. On page 1519, in the second column, remove amendatory instruction 10.

■ 4. On page 1515, in the first column, redesignate amendatory instruction 9, revising subpart D to part 12, as amendatory instruction 10.

■ 5. On page 1515, in the first column, add a new amendatory instruction 9 to read as follows:

#### §§ 12.40 through 12.44 [Redesignated as §§ 12.50 through 12.54]

■ 9. Redesignate §§ 12.40 through 12.44 as §§ 12.50 through 12.54, respectively.

#### § 12.31 [Corrected]

■ 6. Starting on page 1515, in the second column, § 12.31 is corrected as follows:

■ i. On page 1515, in the second column, in paragraph (d), the term "Gross storage capacity" is corrected to read "*Gross storage capacity*".

■ ii. On page 1515, in the third column, in paragraph (e), the term "Periodic inspection" is corrected to read "*Periodic inspection*".

■ iii. On page 1515, in the third column, in paragraph (f), the term "Comprehensive assessment" is corrected to read "*Comprehensive assessment*".

■ iv. On page 1515, in the third column, in paragraph (g), the term "Previous Part 12D Inspection" is corrected to read "*Previous Part 12D Inspection*".

■ v. On page 1515, in the third column, in paragraph (h), the term "Previous Part 12D Report" is corrected to read "*Previous Part 12D Report*".

Dated: February 8, 2022.

**Debbie-Anne A. Reese,**

Deputy Secretary.

[FR Doc. 2022-03072 Filed 2-14-22; 8:45 am]

BILLING CODE 6717-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### 23 CFR Part 1

RIN 2125-AG04

#### Diversion of Highway Revenues; Removal of Obsolete Regulation

**AGENCY:** Federal Highway Administration (FHWA), U.S. Department of Transportation (DOT).

**ACTION:** Final rule.

**SUMMARY:** Through this final rule, FHWA will remove a regulation from the CFR that has been rendered obsolete by the passage of subsequent legislation. The FHWA believes that because the underlying statutory authority for this regulation has substantially changed since adopted, this final rule eliminates any confusion that may be caused by its existence in the CFR.

**DATES:** This final rule is effective February 15, 2022.

**FOR FURTHER INFORMATION CONTACT:** Steven Frankel, Office of Budget (HCFB-10), (202) 366-9649, or via email at [Steven.Frankel@dot.gov](mailto:Steven.Frankel@dot.gov) or Adam Sleeter, Office of the Chief Counsel, (202) 366-8839, or via email at [Adam.Sleeter@dot.gov](mailto:Adam.Sleeter@dot.gov). Office hours are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access and Filing

This document may be viewed online under the docket number noted above through the Federal eRulemaking portal at: [www.regulations.gov](http://www.regulations.gov). An electronic copy of this document may also be downloaded from the Office of the Federal Register's website at: [www.federalregister.gov](http://www.federalregister.gov) and the Government Publishing Office's website at: [www.GovInfo.gov](http://www.GovInfo.gov).

##### Background

The regulation at 23 CFR 1.28 is obsolete. It relates to the implementation of a provision of law that was repealed in 1998. Prior to 1998, 23 U.S.C. 126 contained a provision that required the reduction of Federal-aid Highway Program apportionments (funds distributed by statutory formula) to a State if the State diverted State vehicle-related fees and taxes for uses other than construction, improvement, and maintenance of highways. This provision of law was repealed by Section 1226(d) of Public Law (Pub. L.) 105-178 ("Transportation Equity Act for the 21st Century" or TEA-21), as added by Public Law 105-206, title IX, sec.