

**V-398 [Amended]**

From Redwood Falls, MN; to Rochester, MN.

\* \* \* \* \*

*Paragraph 6011 United States Area  
Navigation Routes.*

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**T-462 Bismarck, ND (BIS) to GENE0, MN [New]**

Bismarck, ND (BIS)	VOR/DME	(Lat. 46°45'42.34" N, long. 100°39'55.47" W)
Aberdeen, SD (ABR)	VOR/DME	(Lat. 45°25'02.48" N, long. 098°22'07.39" W)
FFORT, SD	WP	(Lat. 44°58'47.45" N, long. 097°08'30.36" W)
GENEO, MN	WP	(Lat. 45°05'15.37" N, long. 094°27'14.30" W)

Issued in Washington, DC, on March 21, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

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BILLING CODE 4910-13-P

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2022-0243; Airspace  
Docket No. 22-AGL-5]

RIN 2120-AA66

**Proposed Amendment of VOR Federal  
Airways V-26 and V-63; Establishment  
of Area Navigation (RNAV) Route  
T-464; and Revocation of the Wausau,  
WI, Low Altitude Reporting Point; in  
the Vicinity of Wausau, WI**

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

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

**SUMMARY:** The FAA proposes to amend two VHF Omnidirectional Range (VOR) Federal airways, establish one RNAV T-route, and revoke one Low Altitude Reporting Point in the vicinity of Wausau, Wisconsin. This action is necessary due to the planned decommissioning of the VOR portion of the Wausau, WI, VOR/Distance Measuring Equipment (DME) which provides navigational guidance to portions of the affected Air Traffic Service (ATS) routes. The Wausau VOR is being decommissioned as part of the FAA's VOR Minimum Operational Network (VOR MON) program.

**DATES:** Comments must be received on or before May 9, 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: (800) 647-5527, or (202) 366-9826. You must identify FAA Docket No. FAA-2022-0243; Airspace Docket No. 22-AGL-5 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.

**FOR FURTHER INFORMATION CONTACT:**

Colby Abbott, 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 route structure as necessary to preserve the safe and efficient flow of air traffic within the National Airspace System.

**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-2022-0243; Airspace Docket No. 22-AGL-5) 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-2022-0243; Airspace Docket No. 22-AGL-5." 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. All comments submitted will be available for examination in the public docket both before and after the comment closing date. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

**Availability of NPRMs**

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 Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177.

### 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 document. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

### Background

The FAA is planning decommissioning activities for the VOR portion of the Wausau, WI, VOR/DME in December 2022. The Wausau VOR was one of the candidate VORs identified for discontinuance by the FAA's VOR MON program and listed in the final policy statement notice, "Provision of Navigation Services for the NextGen Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR MON)," published in the **Federal Register** of July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082. Although the VOR portion of the Wausau VOR/DME is planned for decommissioning, the co-located DME portion of the navigational aid is being retained in support of current and future RNAV procedures.

The VOR Federal airways affected by the Wausau VOR are V-26 and V-63. With the planned decommissioning of the Wausau VOR, the remaining ground-based navigational aid coverage in the area is insufficient to enable the continuity of these affected airways. As such, the proposed modifications would result in the removal of airway segments.

To overcome the impacts from the loss of portions of the airways, instrument flight rules (IFR) traffic may use adjacent airways, including V-9, V-78, V-191, V-217, V-413, and V-493, to navigate through or around the affected areas or could receive air traffic control radar vectors through the area. Aircraft equipped with RNAV capabilities may file point to point through the affected area using the fixes that will remain in place or use the proposed new RNAV route, T-464, which is proposed as part of this action. Visual flight rules (VFR) pilots may utilize the ATC services previously listed.

Additionally, to mitigate the proposed removal of the V-26 airway segment between the Wausau, WI, VOR/DME and Green Bay, WI, VOR/Tactical Air Navigation (VORTAC) navigational aids,

the FAA would establish a new RNAV route, T-464. The proposed new T-464 would also provide navigational options in areas of limited or no radar coverage to pilots whose aircraft are RNAV equipped, as well as, support the FAA's efforts to transition the National Airspace System from ground-based to satellite-based navigation.

Finally, the FAA has determined the Wausau, WI, Domestic Low Altitude Reporting Point would no longer be required by air traffic control. As such, the Wausau, WI, reporting point would also be revoked in this action.

### The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to amend two VOR Federal airways, establish one RNAV T-route, and revoke one Domestic Low Altitude Reporting Point. The proposed ATS route and Reporting Point actions are described below.

**V-26:** V-26 currently extends between the Blue Mesa, CO, VOR/DME and the Pierre, SD, VORTAC; and between the Redwood Falls, MN, VOR/DME and the White Cloud, MI, VOR/DME. The FAA proposes to remove the airway segment between the Eau Claire, WI, VOR/DME and the Green Bay, WI, VORTAC. As a result, V-26 would extend between the Blue Mesa, CO, VOR/DME and the Pierre, SD, VORTAC; between the Redwood Falls, MN, VOR/DME and the Eau Claire, WI, VOR/DME; and between the Green Bay, WI, VORTAC and the White Cloud, MI, VOR/DME. Concurrent changes to other segments of V-26 are proposed in a separate rulemaking action.

**V-63:** V-63 currently extends between the Razorback, AR, VORTAC and the Davenport, IA, VORTAC; between the Janesville, WI, VOR/DME and the Oshkosh, WI, VORTAC; and between the Wausau, WI, VOR/DME and the Houghton, MI, VOR/DME. The airspace at and above 10,000 feet MSL from 5 NM north to 46 NM north of Quincy, IL, when the Howard West MOA is active, is excluded. The FAA proposes to remove the airway segment between the Wausau, WI, VOR/DME and the Rhinelander, WI, VOR/DME. As a result, V-63 would extend between the Razorback, AR, VORTAC and the Davenport, IA, VORTAC; between the Janesville, WI, VOR/DME and the Oshkosh, WI, VORTAC; and between the Rhinelander, WI, VOR/DME and the Houghton, MI, VOR/DME. The excluded airspace would remain unchanged.

**T-464:** T-464 would be a new RNAV route that is proposed to extend between the CUSAY, WI, waypoint (WP) located northwest of Eau Claire,

WI, and the CHURP, WI, fix located near Clintonville, WI.

**Wausau, WI:** The Wausau, WI, Domestic Low Altitude Reporting Point is proposed to be revoked.

All of the navigational aid radials listed in the VOR Federal airway descriptions below are unchanged and stated in True degrees.

VOR Federal airways are published in paragraph 6010(a), RNAV T-routes are published in paragraph 6011, and Domestic Low Altitude Reporting Points are published in paragraph 7001 of FAA Order JO 7400.11F, dated August 10, 2021, and effective September 15, 2021, which are incorporated by reference in 14 CFR 71.1. The ATS routes listed in this document would be published subsequently in FAA 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–26 [Amended]**

From Blue Mesa, CO; Montrose, CO; 13 miles 112 MSL, 131 MSL, Grand Junction, CO; Meeker, CO; Cherokee, WY; Muddy Mountain, WY; 14 miles, 37 miles 75 MSL, 84 miles 90 MSL, Rapid City, SD; Philip, SD; to Pierre, SD. From Redwood Falls, MN; Farmington, MN; to Eau Claire, WI. From Green Bay, WI; INT Green Bay 116° and

White Cloud, MI, 302° radials; to White Cloud.

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**V–63 [Amended]**

From Razorback, AR; Springfield, MO; Hallsville, MO; Quincy, IL; Burlington, IA; Moline, IL; to Davenport, IA. From Janesville, WI; Badger, WI; to Oshkosh, WI. From Rhinelander, WI; to Houghton, MI. Excluding that airspace at and above 10,000 feet MSL from 5 NM north to 46 NM north of Quincy, IL, when the Howard West MOA is active.

\* \* \* \* \*

*Paragraph 6011 United States Area Navigation Routes.*

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**T–464 CUSAY, WI to CHURP, WI [New]**

CUSAY, WI	WP	(Lat. 46°01'07.84" N, long. 091°26'47.14" W)
TONOC, WI	WP	(Lat. 45°03'47.56" N, long. 091°38'11.87" W)
EDGRR, WI	WP	(Lat. 44°51'31.83" N, long. 089°56'43.06" W)
HEVAV, WI	WP	(Lat. 44°50'48.43" N, long. 089°35'12.51" W)
CHURP, WI	FIX	(Lat. 44°42'54.82" N, long. 088°56'48.69" W)

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*Paragraph 7001 Domestic Low Altitude Report Points.*

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Wausau, WI [Removed]

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Issued in Washington, DC, on March 22, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022–06312 Filed 3–24–22; 8:45 am]

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**DEPARTMENT OF DEFENSE**

**Department of the Air Force**

**32 CFR Part 861**

[Docket No. USAF–2019–HQ–0010]

RIN 0701–AA88

**Department of Defense Commercial Air Transportation Quality and Safety Review Program**

**AGENCY:** Department of the Air Force, Department of Defense.

**ACTION:** Proposed rule.

**SUMMARY:** The Department of the Air Force (DAF) proposes to amend portions of its regulations in order to update and clarify references and terminology relating to the Department of Defense (DOD) Commercial Air Transportation Quality and Safety Review Program. It also extends to DOD contracts for charter air transportation services the existing DOD policy prohibiting the use of foreign air carriers who are not in compliance with International Civil Aviation Organization standards.

**DATES:** Comments must be received by May 24, 2022.

**ADDRESSES:** You may submit comments, identified by docket number and or Regulation Identifier Number (RIN) and title, by any of the following methods:

- *Federal Rulemaking Portal:* <https://www.regulations.gov>. Follow the instructions for submitting comments.
- *Mail:* DOD cannot receive written comments at this time due to the COVID–19 pandemic. Comments should be sent electronically to the docket listed above.

*Instructions:* All submissions received must include the agency name and docket number or RIN for this **Federal Register** document. The general policy for comments and other submissions from members of the public is to make these submissions available for public viewing at <https://www.regulations.gov> as they are received without change, including any personal identifiers or contact information.

**FOR FURTHER INFORMATION CONTACT:** Matthew Berry, DOD Commercial Airlift Division, AMC/A3B, 402 Scott Drive, Unit 3A1, Scott Air Force Base, Illinois 62225–5302, (618) 229–2082, [matthew.berry@us.af.mil](mailto:matthew.berry@us.af.mil).

**SUPPLEMENTARY INFORMATION:**

**I. Background**

The Department of Defense Commercial Air Transportation Quality and Safety Review Program establishes the safety requirements and criteria for evaluating civil air carriers, to include foreign air carriers, providing air transportation to the DOD. As stated in 32 CFR 861.6, foreign air carriers providing or seeking to provide services to DOD are subject to review and, if

appropriate, approval by DOD. Application of the criteria and requirements of this rule and the degree of oversight to be exercised by DOD over a foreign air carrier depends upon the type of services performed and, in some instances, by the quality of oversight exercised by the foreign air carrier’s Civilian Aviation Authority (CAA). The scope and frequency of review of any given foreign air carrier under this rule will be at the discretion of the Commercial Airlift Review Board (CARB) or higher authority. This rule was last revised on October 28, 2002 (67 FR 65698), to add § 861.7 relating to the disclosure of voluntarily provided safety-related information and to make minor administrative adjustments. DOD’s internal instruction associated with this rule was last updated on May 7, 2021, as DOD Instruction (DODI) 4500.53, “DoD Commercial Air Transportation Quality and Safety Review Program” (available at <https://www.esd.whs.mil/Portals/54/Documents/DD/issuances/dodi/450053p.pdf?ver=2019-02-26-144429-747>).

**II. Authority for This Regulatory Action**

This action is authorized by 10 U.S.C. 113, 2640 and 9013. Sections 113 and 9013 contain the authority of the Secretary of Defense and the Secretary of the Air Force, respectively, to publish regulations necessary for the functioning of the Department of Defense and the Department of the Air Force. Section 2640 requires the Secretary of Defense to establish the Department of Defense Commercial Airlift Review Board; specifies minimum requirements which must be