

further environmental review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitudes, 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 impact 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 6009(d) Colored Federal Airway.*

\* \* \* \* \*

##### B–5 [Removed]

\* \* \* \* \*

Issued in Washington, DC, on July 5, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022–14667 Filed 7–8–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2021–0813; Airspace Docket No. 19–AAL–74]

RIN 2120–AA66

#### Amendment of United States Area Navigation (RNAV) Route T–275; Bethel, AK

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

**ACTION:** Final rule.

**SUMMARY:** This action amends United States Area Navigation (RNAV) route T–275 in the vicinity of Bethel, AK in support of a large and comprehensive T-route modernization project for the state of Alaska.

**DATES:** Effective date 0901 UTC, September 8, 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.

**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 expands the availability of RNAV in Alaska and improve the efficient flow of air traffic

within the National Airspace System by lessening the dependency on ground based navigation.

#### History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2021–0813 in the **Federal Register** (86 FR 55754; October 7, 2021), amending United States Area Navigation (RNAV) route T–275 in the vicinity of Bethel, AK in support of a large and comprehensive T-route modernization project for the state of Alaska. Interested parties were invited to participate in this rulemaking effort by submitting comments on the proposal. There were no comments received.

United States Area Navigation 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 would be published subsequently in FAA Order JO 7400.11.

#### Differences From the NPRM

Subsequent to the publication of the NPRM for Docket No. FAA–2021–0813 in the **Federal Register** (86 FR 55754; October 7, 2021), amending United States Area Navigation (RNAV) route T–275 in the vicinity of Bethel, AK, the FAA determined it was necessary to relocate the ZIKNI waypoint (WP) to address instrument flight procedure concerns related to two points (*i.e.*, fix, navigational aid, WPs) being located too close to one another. As a result, the latitude/longitude geographic coordinates for the WP are changed from what was proposed in the NPRM. This change moves the WP by approximately 600-feet from the location as proposed in the NPRM. The regulatory text in this action incorporates this change.

#### 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–275 in the vicinity of Bethel, AK in support of a large and comprehensive T-route

modernization project for the state of Alaska.

The route changes are described below.

**T-275:** T-275 extends from the Bethel, AK, (BET) VHF Omnidirectional Range Tactical Air Navigation (VORTAC) and the Unalakleet, AK, (UNK) VOR Distance Measuring Equipment (VOR/DME). This action extends the route south from the Bethel, AK, (BET) VORTAC to provide alternate navigation for Colored Federal airway B-7. An additional turn point is added between the Bethel, AK, (BET) VORTAC and the Unalakleet, AK, (UNK) VOR/DME taking the airway slightly to the west to allow for better route connectivity with other proposed and current T-routes. The resulting T-route extends between the ZIKNI, AK, WP and the Unalakleet, AK, (UNK) VOR/DME.

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 airspace action of amending RNAV route T-275 in the vicinity of Bethel, AK 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), and paragraph 5-6.5i, which categorically excludes from further environmental review the establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. 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 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-275 ZIKNI, AK to Unalakleet, AK (UNK) [Amended]

ZIKNI, AK	WP	(Lat. 58°39'21.68" N, long. 162°04'13.87" W)
Bethel, AK (BET)	VORTAC	(Lat. 60°47'05.41" N, long. 161°49'27.59" W)
DAVBE, AK	WP	(Lat. 61°50'52.64" N, long. 161°30'41.89" W)
Unalakleet, AK (UNK)	VOR/DME	(Lat. 63°53'30.99" N, long. 160°41'03.39" W)

\* \* \* \* \*

Issued in Washington, DC, on July 5, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022-14666 Filed 7-8-22; 8:45 am]

**BILLING CODE 4910-13-P**

#### CONSUMER PRODUCT SAFETY COMMISSION

#### 16 CFR Part 1241

[CPSC Docket No. 2020-0023]

#### Safety Standard for Crib Mattresses; Correction

**AGENCY:** Consumer Product Safety Commission.

**ACTION:** Final rule; correction.

**SUMMARY:** On February 15, 2022, the U.S. Consumer Product Safety Commission (CPSC) promulgated a final rule establishing a safety standard for

crib mattresses. The crib mattress rule incorporated by reference a voluntary standard for crib mattresses that had been published by ASTM International (ASTM) and provided a uniform resource locator (URL) allowing the public to link to ASTM's website to retrieve a read-only, free copy of ASTM's voluntary standard for crib mattresses. In this document, CPSC is correcting the URL for ASTM's website stated in the final rule.

**DATES:** This correction is effective on August 15, 2022.

**FOR FURTHER INFORMATION CONTACT:** Alberta E. Mills, Division of the