

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 airspace action of amending RNAV route T-227 in the vicinity of Fairbanks, 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).

#### T-227 Shemya, AK (SYA) to Deadhorse, AK (SCC) [Amended]

|                     |         |  |
|---------------------|---------|--|
| Shemya, AK (SYA)    | VORTAC  | (Lat. 52°43'05.78" N, long. 174°03'43.50" E) |
| JANNT, AK           | WP      | (Lat. 52°04'17.88" N, long. 178°15'37.23" W) |
| BAERE, AK           | WP      | (Lat. 52°12'11.96" N, long. 176°08'08.53" W) |
| ALEUT, AK           | WP      | (Lat. 54°14'16.58" N, long. 166°32'51.82" W) |
| MORDI, AK           | FIX     | (Lat. 54°52'49.87" N, long. 165°03'15.24" W) |
| GENFU, AK           | FIX     | (Lat. 55°23'18.64" N, long. 163°06'20.78" W) |
| BINAL, AK           | FIX     | (Lat. 55°45'59.99" N, long. 161°59'56.43" W) |
| WIXER, AK           | WP      | (Lat. 56°54'29.00" N, long. 158°36'10.00" W) |
| CULTI, AK           | WP      | (Lat. 58°15'11.91" N, long. 156°31'19.57" W) |
| FEDGI, AK           | WP      | (Lat. 59°30'10.87" N, long. 154°14'14.80" W) |
| WEZZL, AK           | WP      | (Lat. 59°53'13.86" N, long. 152°24'12.63" W) |
| AMOTT, AK           | FIX     | (Lat. 60°52'26.59" N, long. 151°22'23.60" W) |
| Big Lake, AK (BGQ)  | VORTAC  | (Lat. 61°34'09.96" N, long. 149°58'01.77" W) |
| GLOWS, AK           | FIX     | (Lat. 64°26'15.88" N, long. 148°15'17.88" W) |
| PERZO, AK           | WP      | (Lat. 64°40'22.99" N, long. 148°07'20.15" W) |
| Fairbanks, AK (FAI) | VORTAC  | (Lat. 64°48'00.25" N, long. 148°00'43.11" W) |
| Deadhorse, AK (SCC) | VOR/DME | (Lat. 70°11'57.11" N, long. 148°24'58.17" W) |

#### 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.*

\* \* \* \* \*

\* \* \* \* \*

Issued in Washington, DC, on August 15, 2020.

Scott M. Rosenbloom,

Manager, Airspace Rules and Regulations.

[FR Doc. 2022-17913 Filed 8-19-22; 8:45 am]

BILLING CODE 4910-13-P

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2022-0694; Airspace Docket No. 22-ACE-12]

RIN 2120-AA66

#### Amendment of Class D and Class E Airspace and Establishment of Class E Airspace; Columbia, MO

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class D and Class E airspace and establishes Class E airspace at Columbia, MO. This action is the result of a biennial airspace

review. The geographic coordinates of the airport are also being updated to coincide with the FAA's aeronautical database.

**DATES:** Effective 0901 UTC, November 3, 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 [www.faa.gov/air\\_traffic/publications/](http://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.

**FOR FURTHER INFORMATION CONTACT:** Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222-5711.

**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 amends the Class D airspace, the Class E surface airspace, and the Class E airspace extending upward from 700 feet above the surface and establishes Class E airspace designated as an extension to Class D and Class E surface airspace at Columbia Regional Airport, Columbia, MO, to support instrument flight rule operations at this airport.

**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (87 FR 33660; June 3, 2022) for Docket No. FAA-2022-0694 to amend the Class D and Class E airspace and establish Class E airspace at Columbia, MO. 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 E airspace designations are published in paragraphs 5000, 6002, 6004, 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 D and E airspace designations 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.

**Differences From the NPRM**

Subsequent to the publication, the FAA discovered a typographical error in the geographic coordinates of the Columbia VOR/DME. "lat. 38°48'29" N" should be "lat. 38°48'39" N." That error has been corrected in this action.

**The Rule**

This amendment to 14 CFR part 71: Amends the Class D airspace at Columbia Regional Airport, Columbia, MO, by updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database; and replaces the outdated terms "Notice to Airmen" with "Notice to Air Missions" and "Airport/Facility Directory" with "Chart Supplement";

Amends the Class E surface airspace at Columbia Regional Airport by updating the geographic coordinates of the airport to coincide with the FAA's aeronautical database; and adds missing part-time language to the airspace legal description;

Establishes Class E airspace designated as an extension to Class D and Class E surface airspace at Columbia Regional Airport within 2.4 miles each side of the Columbia VOR/DME 019° radial extending from the 4.3-mile radius of the Columbia Regional Airport to 7 mile north of the Columbia VOR/DME; and within 2 miles each side of the 315° bearing from the airport extending from the 4.3-mile radius of the airport to 9.7 miles northwest of the airport;

And amends the Class E airspace extending upward from 700 feet at Columbia Regional Airport by removing the Columbia Regional Airport ILS Localizer and the associated extensions from the airspace legal description as they are no longer needed; adds an extension 2.4 miles each side of the Columbia VOR/DME 019° radial extending from the 6.8-mile radius of the airport to 7 miles north of the Columbia VOR/DME; adds an extension 2 miles each side of the 315° bearing from the airport extending from the 6.8-mile radius of the airport to 10.7 miles northwest of the airport; adds an extension 2 miles each side of the Columbia VOR/DME 333° radial extending from the 6.8-mile radius of the airport to 11.1 miles northwest of the airport; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database.

This action is necessary due to a biennial airspace review.

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, is non-controversial and unlikely to result in adverse or negative comments. It, therefore: (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under 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 qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5-6.5.a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

**Lists of Subjects in 14 CFR 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 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 5000 Class D Airspace.*

\* \* \* \* \*

**ACE MO D Columbia, MO [Amended]**

Columbia Regional Airport, MO  
(Lat. 38°49'04" N, long. 92°13'04" W)

That airspace extending upward from the surface to and including 3,400 feet MSL within a 4.3-mile radius of Columbia Regional Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective dates and times will thereafter be continuously published in the Chart Supplement.

*Paragraph 6002 Class E Airspace Areas Designated as Surface Areas.*

\* \* \* \* \*

**ACE MO E2 Columbia, MO [Amended]**

Columbia Regional Airport, MO  
(Lat. 38°49'04" N, long. 92°13'04" W)

Within a 4.3-mile radius of Columbia Regional Airport. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Air Missions. The effective dates and times will thereafter be continuously published in the Chart Supplement.

*Paragraph 6004 Class E Airspace Areas Designated as an Extension to a Class E or Class E Surface Area.*

\* \* \* \* \*

**ACE MO E4 Columbia, MO [Establish]**

Columbia Regional Airport, MO  
(Lat. 38°49'04" N, long. 92°13'04" W)  
Columbia VOR/DME  
(Lat. 38°48'39" N, long. 92°13'06" W)

That airspace extending upward from the surface within 2.4 miles each side of the Columbia VOR/DME 019° radial extending from the 4.3-mile radius of the Columbia Regional Airport to 7 miles north of the Columbia VOR/DME; and within 2 miles each side of the 315° bearing from the Columbia Regional Airport extending from the 4.3 mile radius of the airport to 9.7 miles northwest of the airport.

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

\* \* \* \* \*

**ACE MO E5 Columbia, MO [Amended]**

Columbia Regional Airport, MO  
(Lat. 38°49'04" N, long. 92°13'04" W)  
Columbia VOR/DME  
(Lat. 38°48'39" N, long. 92°13'06" W)

That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Columbia Regional Airport; and within 2.4 miles each side of the Columbia VOR/DME 019° radial extending from the 6.8-mile radius of the Columbia Regional Airport to 7 miles north of the Columbia VOR/DME; and within 2 miles each side of the 315° bearing from the Columbia Regional Airport extending from the 6.8-mile radius of the airport to 10.7 miles northwest of the

airport; and within 2 miles each side of the Columbia VOR/DME 333° radial extending from the 6.8-mile radius of the Columbia Regional Airport to 11.1 miles northwest of the airport.

Issued in Fort Worth, Texas, on August 16, 2022.

**Martin A. Skinner,**

*Acting Manager, Operations Support Group,  
ATO Central Service Center.*

[FR Doc. 2022–17937 Filed 8–19–22; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2022–0432; Airspace  
Docket No. 22–ASO–5]

**RIN 2120–AA66**

**Amendment of Class E Airspace;  
Greenwood, SC**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Class E airspace extending upward from 700 feet above the surface at Greenwood County Airport, Greenwood, SC, due to the decommissioning of the Coronaca non-directional beacon (NDB) and cancellation of associated approaches, as well as updating the airport's geographic coordinates. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

**DATES:** Effective 0901 UTC, November 3, 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 [www.faa.gov/air\\_traffic/publications/](http://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.

**FOR FURTHER INFORMATION CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone: (404) 305–6364.

**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 amends Class E airspace for Greenwood County Airport, Greenwood, SC, to support IFR operations in the area.

**History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (87 FR 31193, May 23, 2022) for Docket No. FAA–2022–0432 to amend Class E airspace extending upward from 700 feet above the surface at Greenwood County Airport, Greenwood, SC.

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 E airspace designations are published in Paragraph 6005 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 designations 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 routes, and reporting points.

**The Rule**

The FAA is amending 14 CFR part 71 by amending Class E airspace extending upward from 700 feet above the surface at Greenwood County Airport, Greenwood, SC, due to the decommissioning of the Coronaca NDB and cancellation of associated approaches. This action eliminates the