

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 will only affect air traffic procedures and air navigation, it is certified that this 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

The FAA has determined that this airspace action of establishing RNAV route T-369 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 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 6011 United States Area Navigation Routes.

* * * * *

T-369 Bethel, AK (BET) to Nome, AK (OME) [New]

Bethel, AK (BET)	VORTAC	(Lat. 60°47'05.41" N, long. 161°49'27.59" W)
JOPES, AK	WP	(Lat. 62°03'33.30" N, long. 163°17'07.68" W)
Nome, AK (OME)	VOR/DME	(Lat. 64°29'06.39" N, long. 165°15'11.43" W)

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Issued in Washington, DC, on August 23, 2022.

Scott M. Rosenbloom,

Manager, Airspace Rules and Regulations.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2021-0857; Airspace Docket No. 19-AAL-51]

RIN 2120-AA66

Establishment of United States Area Navigation (RNAV) Route T-382; Hooper Bay, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes United States Area Navigation (RNAV) route T-382 in the vicinity of Hooper Bay, AK, in support of a large and comprehensive T-route modernization project for the state of Alaska.

DATES: Effective date 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/. 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 expands the availability of RNAV route structure in Alaska and improves 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–2021–0857 in the **Federal Register** (86 FR 58817; October 25, 2021), establishing RNAV route T–382 in the vicinity of Hooper Bay, 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. One comment that was not germane to the proposed action was 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 will be published subsequently in FAA Order JO 7400.11.

Differences From the NPRM

In the NPRM, the FAA discovered a typographical error in two separate locations identifying the proposed RNAV T–route as “T–381” instead of the intended RNAV T–route “T–382”. The errors are in “The Proposal” section describing the proposed route and in the route description title of the proposed amendment to part 71. The correct RNAV T–route identifier is “T–382”.

Additionally, subsequent to the NPRM, the FAA determined it was necessary to relocate the JOPES, AK, waypoint (WP) to address instrument flight procedure concerns related to two points (*i.e.*, FIX, navigational aid, waypoints) being located too close to one another. As a result, the latitude/longitude geographic coordinates for the JOPES WP are changed from “lat. 62°03′33.80″ N, long. 163°16′54.82″ W” to “lat. 62°03′33.30″ N, long. 163°17′07.68″ W”. This change is a minor adjustment to the route point and moves the WP by approximately 600 feet from its proposed location.

This action incorporates the changes noted above.

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 establishing RNAV route T–382 in the vicinity of Hooper Bay, AK, in support of a large and comprehensive T–route modernization project for the state of Alaska. The route is described below.

T–382: T–382 is established between the Hooper Bay, AK (HPB), VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) and the McGrath, AK (MCG), VHF Omnidirectional Range/Tactical Air Navigational (VORTAC) navigational aids. T–382 offers alternate routing with a lower Minimum Enroute Altitude (MEA) over more favorable terrain to the existing Colored Federal airway G–15 and Alaskan VHF Omnidirectional Radar (VOR) Federal airways V–496 and V–510 between the Hooper Bay VOR/DME and McGrath VORTAC.

The full route description of the new RNAV route is listed in the Amendment to part 71 set forth below.

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 airspace action of establishing RNAV route T–382 in the vicinity of Hooper Bay, 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-382 Hooper Bay, AK (HPB) to McGrath, AK (MCG) [New]

Hooper Bay, AK (HPB)	VOR/DME	(Lat. 61°30'51.65" N, long. 166°08'04.13" W)
JOPEB, AK	WP	(Lat. 62°03'33.30" N, long. 163°17'07.68" W)
FELSA, AK	WP	(Lat. 62°26'52.62" N, long. 161°35'12.99" W)
WEREL, AK	WP	(Lat. 62°38'29.25" N, long. 160°11'07.20" W)
OTTAC, AK	WP	(Lat. 63°02'12.19" N, long. 158°08'46.85" W)
CHEFF, AK	WP	(Lat. 63°04'15.06" N, long. 157°20'39.55" W)
McGrath, AK (MCG)	VORTAC	(Lat. 62°57'03.72" N, long. 155°36'40.97" W)

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Issued in Washington, DC, on August 23, 2022.

Scott M. Rosenbloom,

Manager, Airspace Rules and Regulations.

[FR Doc. 2022-18491 Filed 8-26-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2021-0856; Airspace Docket No. 19-AAL-50]

RIN 2120-AA66

Establishment of United States Area Navigation (RNAV) Route T-381; Big Lake, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects a final rule published by the FAA in the **Federal Register** on July 14, 2022, that establishes United States Area Navigation (RNAV) route T-381 in the vicinity of Big Lake, AK, in support of a large and comprehensive T-route modernization project for the state of Alaska. The final rule identified the

GLOWS, AK, route point as a waypoint (WP), in error. This action makes an editorial correction to the reference of the GLOWS, AK, WP to change it to be reflected as a Fix and match the FAA's aeronautical database information.

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 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at 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:

History

The FAA published a final rule in the **Federal Register** (87 FR 42070; July 14, 2022), establishing T-381 in support of

a large and comprehensive T-route modernization project for the state of Alaska. Subsequent to publication, the FAA determined that the GLOWS, AK, route point was inadvertently identified as a WP, in error. This rule corrects that error by changing the reference of the GLOWS, AK, WP to the GLOWS, AK, Fix. This is an editorial change only to match the FAA's aeronautical database information and does not alter the alignment of the affected T-381 route.

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 T-route listed in this document will be published subsequently in FAA Order JO 7400.11.

Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, reference to the GLOWS, AK, WP that is reflected in Docket No. FAA-2021-0856, as published in the **Federal Register** of July 14, 2022 (87 FR 42070), FR Doc. 2022-15064, is corrected as follows:

In FR Doc. 2022-15064, appearing on page 42071, in the third column, at line 62, correct

"GLOWS, AK WP (Lat. 64°26'15.88" N, long. 148°15'17.88" W)"

to read

"GLOWS, AK FIX (Lat. 64°26'15.88" N, long. 148°15'17.88" W)."

Issued in Washington, DC, on August 23, 2022.

Scott M. Rosenbloom,

Manager, Airspace Rules and Regulations.

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