

V-3 [Amended]

From Key West, FL; INT Key West 083° and Dolphin, FL, 191° radials; Dolphin; Ft. Lauderdale, FL; Palm Beach, FL; Treasure, FL; Melbourne, FL; Ormond Beach, FL; Brunswick, GA; INT Brunswick 014° and Savannah, GA, 177° radials; Savannah; INT Savannah 028° and Vance, SC, 203° radials; Vance; Florence, SC; Sandhills, SC; Raleigh-Durham, NC; INT Raleigh-Durham 016° and Flat Rock, VA, 214° radials; Flat Rock; Gordonsville, VA; INT Gordonsville 331° and Martinsburg, WV, 216° radials; Martinsburg; Westminster, MD; INT Westminster 048° and Modena, PA, 258° radials; Modena; Solberg, NJ; INT Solberg 044° and Carmel, NY, 243° radials; Carmel; Hartford, CT; INT Hartford 084° and Boston, MA, 224° radials; Boston; INT Boston 014° and Pease, NH, 185° radials; Pease; INT Pease 004° and Augusta, ME, 233° radials; Augusta; Bangor, ME; INT Bangor 039° and Houlton, ME, 203° radials; Houlton; Presque Isle, ME; to Quebec, PQ, Canada. The airspace within R-2916, R-2934, R-2935, and within Canada is excluded.

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V-51 [Amended]

From Pahokee, FL; INT Pahokee 010° and Treasure, FL, 193° radials; Treasure; INT Treasure 330° and Ormond Beach, FL, 183° radials; Ormond Beach; Craig, FL; Alma, GA; Dublin, GA; Athens, GA; INT Athens, GA, 340° and Harris, GA, 148° radials; Harris; Hinch Mountain, TN; Livingston, TN; Louisville, KY; Nabb, IN; Shelbyville, IN; INT Shelbyville 313° and Boiler, IN, 136° radials; Boiler; Chicago Heights, IL.

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V-159 [Amended]

From Virginia Key, FL; INT Virginia Key 344° and Treasure, FL, 178° radials; Treasure; INT Treasure 318° and Orlando, FL, 140° radials; Orlando; Ocala, FL; Cross City, FL; Greenville, FL; Pecan, GA; Eufaula, AL; Tuskegee, AL; Vulcan, AL; Hamilton, AL; Holly Springs, MS; Gilmore, AR; Walnut Ridge, AR; Dogwood, MO; Springfield, MO; Napoleon, MO; INT Napoleon 005° and St. Joseph, MO, 122° radials; St. Joseph; Omaha, NE; Sioux City, IA; Yankton, SD; Mitchell, SD; to Huron, SD.

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V-225 [Amended]

From Key West, FL, 30 miles, 72 miles, 17 AGL, Lee County, FL; La Belle, FL; Treasure, FL. The portion of V-225 E alternate outside the United States has no upper limit.

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V-295 [Amended]

From Virginia Key, FL; INT Virginia Key 014° and Treasure, FL, 143° radials; Treasure; INT Treasure 296° and Orlando, FL, 162° radials; Orlando; Ocala, FL; Cross City, FL; to Seminole, FL. The portion outside the United States has no upper limit.

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V-537 [Amended]

From Palm Beach, FL; INT Palm Beach 356° and Treasure, FL, 143° radials; Treasure; INT Treasure 318° and Orlando, FL, 140°

radials; INT Orlando 140° and Melbourne, FL 298° radials; INT Melbourne 298° and Ocala, FL 145° radials; Ocala; Gators, FL; Greenville, FL; Moultrie, GA; to Macon, GA.

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Issued in Washington, DC, on July 11, 2012.

Gary A. Norek,

Manager, Airspace, Regulations and ATC Procedures Group.

[FR Doc. 2012-17399 Filed 7-18-12; 8:45 am]

BILLING CODE 4910-13-P**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2011-1430; Airspace Docket No. 11-ACE-23]

Amendment of Class E Airspace; Grinnell, IA**AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule, technical amendment.

SUMMARY: This action amends Class E airspace at Grinnell Regional Airport, Grinnell, IA, by removing reference to the Grinnell NDB from the legal description, and amends the geographic coordinates of the airport. The Grinnell NDB has been decommissioned and is not needed as part of the airspace description. This action does not change the boundaries or operating requirements of the airspace.

DATES: *Effective date:* 0901 UTC, July 26, 2012. 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 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Scott Enander, Central Service Center, Operations Support Group, Federal Aviation Administration, Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone 817-321-7716.

SUPPLEMENTARY INFORMATION:**The Rule**

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by removing reference to the Grinnell NDB from the legal description of Grinnell Regional Airport, Grinnell, IA, and amends the geographic coordinates of the airport to coincide with the FAA's aeronautical database. The Grinnell NDB has been decommissioned and is not needed as part of the airspace

description. This is an administrative change and does not affect the boundaries, altitudes, or operating requirements of the airspace, therefore, notice and public procedures under 5 U.S.C. 553(b) are unnecessary.

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. Therefore, this regulation: (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 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.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the U.S. Code. Subtitle 1, 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 controlled airspace at Grinnell Regional Airport, Grinnell, IA.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures," paragraph 311a. 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.

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(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 the Federal Aviation Administration Order 7400.9V, Airspace Designations and Reporting Points, dated August 9, 2011, and effective September 15, 2011, is amended as follows:

Paragraph 6005 Class E airspace.

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ACE IA E5 Grinnell, IA [Amended]

Grinnell Regional Airport, IA
(Lat. 41°42'46" N., long. 92°44'10" W.)

That airspace extending upward from 700 feet above the surface within a 7.6-mile radius of Grinnell Regional Airport.

Issued in Fort Worth, Texas, on June 22, 2012.

David P. Medina,

Manager, Operations Support Group, ATO Central Service Center.

[FR Doc. 2012–17287 Filed 7–18–12; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

**Docket No. FAA–2012–0622; Airspace
Docket No. 12–ANE–11**

RIN 2120–AA66

**Amendment of Jet Routes and VOR
Federal Airways; Northeastern United
States**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; technical
amendment.

SUMMARY: This action amends the descriptions of 14 Jet Routes and 9 VOR Federal airways in the northeastern United States to reflect route changes made in Canadian airspace as part of Canada's Windsor-Toronto-Montreal airway project.

DATES: *Effective date:* 0901 UTC, September 20, 2012. 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 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Background

NAV CANADA, which operates Canada's civil air navigation service, is implementing various changes to Canada's instrument flight rules (IFR) navigation infrastructure to enhance the efficiency of operations by taking advantage of both performance based navigation and modern avionics capabilities. The changes implemented by NAV CANADA affect parts of the descriptions of certain U.S. Jet Routes and VOR Federal airways that extend into Canadian airspace. As a result, editorial changes are required to these descriptions so that they match the changes made on the Canadian side of the border.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by updating the legal descriptions of U.S. Jet Routes J–46, J–94, J–95, J–488, J–500, J–531, J–546, J–553, J–560, J–566, J–586, J–588, J–594, and J–595; and VOR Federal airways V–31, V–91, V–98, V–104, V–145, V–282, V–346, V–423 and V–522, that include segments extending into Canadian airspace. These amendments are being made so the route legal descriptions in FAA Order 7400.9, Airspace Designations and Reporting Points, match changes made by NAV CANADA to the route segments that lie within Canadian airspace and/or to reflect navigation aid name changes and editorial corrections. The specific changes are described below.

In the description of J–560, the word “Quebec” is inserted before “PQ, Canada” to correct an unintended omission. The J–16 and J–94 route descriptions previously indicated that they stopped at the U.S./Canadian border but actually they continue through London, ON to Buffalo, NY and beyond. J–566 extends to the Montreal VOR/DME instead of terminating at the border. J–95 terminates at a fix on the border instead of the Toronto VOR/DME as stated in the current description. This action reflects a large portion of J–500 within Canada that has been eliminated. The Mans, ON, VOR/DME is added in the description of J–531 to match the routing within Canada. The descriptions

of J–448, J–546, J–553, J–588, J–594 and J–595 are amended to indicate their termination at the first fix within Canadian airspace. J–586's description is amended to indicate its present routing within Canadian airspace.

A one-degree change is required to the Toronto VOR/DME radial stated in the V–31 and V–522 descriptions. V–91 and V–282 no longer extend to St. Eustache, Canada, but terminate at fixes about 2.5 miles north of, and on, the United States/Canadian border, respectively. The Sterling VOR/DME has been renamed Campbellford in the description of V–98, and the St. Georges VOR/DME has been renamed Beauce in V–346. The descriptions of V–104, and V–145 have been amended to terminate at the first fix within Canadian airspace instead of extending to the Ottawa VOR/DME as currently listed. The description of V–423 is adjusted to reflect the routing within Canada to the HUXLY intersection instead of terminating on the border as currently described.

This is an administrative change to the legal descriptions of the above listed Jet Routes and VOR Federal airways to incorporate route segment changes made by NAV CANADA within Canadian airspace, and to include navigation aid name changes and editorial corrections. Therefore, notice and public procedures under 5 U.S.C. 553(b) are unnecessary.

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. Therefore, this regulation: (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 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.

Jet Routes are published in paragraph 2004; and Domestic VOR Federal airways are published in paragraph 6010(a), of FAA Order 7400.9V, dated August 9, 2011, and effective September 15, 2011, which is incorporated by reference in 14 CFR 71.1. The Jet Routes and Domestic Federal VOR airways listed in this document will be published subsequently in the Order.