another southwest of the airport are added to contain IFR aircraft arriving and departing the airport.

Lastly, the action updates the geographic coordinates in the Class E2 and Class E5 text headers. The coordinates are updated to “lat. 48°15′35″ N, long. 103°45′02″ W,” to match the FAA database.

FAA Order 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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, would 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 5–6.5a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the 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:


§71.1 [Amended] 1. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

Paragraph 6002 Class E Airspace Designated as a Surface Area.

* * * * *

AGL ND E2 Williston, ND [Amended]
Williston Basin International Airport, ND (Lat. 48°15′35″ N, long. 103°45′02″ W)

That airspace extending upward from the surface within a 4.2-mile radius of the airport, and within 1.3 miles each side of the 135° bearing from the airport extending from the 4.2-mile radius to 4.7 miles southeast of the airport, and within 1.3 miles each side of the 339° bearing from the airport extending from the 4.2-mile radius to 4.7 miles north of the airport.

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

* * * * *

AGL ND E4 Williston, ND [New]
Williston Basin International Airport, ND (Lat. 48°15′35″ N, long. 103°45′02″ W)

That airspace extending upward from the surface within 2.4 miles each side of the 045° bearing from the airport extending from the Class E2’s 4.2-mile radius to 6.8 miles northeast of the airport.

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

* * * * *

AGL ND E5 Williston, ND [Amended]
Williston Basin International Airport, ND (Lat. 48°15′35″ N, long. 103°45′02″ W)

That airspace extending upward from 700 feet above the surface within a 6.7-mile radius of the airport, and within 4.4 miles each side of the 044° bearing from the airport extending from the 6.7-mile radius to 9.8 miles northeast of the airport, and within 2 miles each side of the 053° bearing from the airport extending from the 6.7-mile radius to 12.4 miles northeast of the airport and within 3.3 miles each side of the 133° bearing from the airport extending from the 6.7-mile radius to 11.3 miles southeast of the airport, and within 2.1 miles each side of the 232° bearing from the airport extending from the 6.7-mile radius to 11.8 miles southwest of the airport, and within 3.8 miles each side of the 340° bearing from the airport extending from the 6.7-mile radius to 11 miles north of the airport; and that airspace extending upward from 1,200 feet above the surface within a 41-mile radius of the airport.

Issued in Des Moines, Washington, on July 9, 2021.

B.G. Chew, Acting Group Manager, Operations Support Group, Western Service Center.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71


RIN 2120–AA66


AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Federal airways, A–15, V–444, J–502, and J–511 in Alaska. It also establishes an extension of two Canadian Area Navigation Q routes, Q–902, and Q–811. The modifications are necessary due to the decommissioning of the Burwash Non-Directional Beacon (NDB) in Yukon Territory, Canada, which provides navigation guidance for portions of the affected routes. The Burwash NDB was decommissioned effective March 26, 2020 due to ongoing maintenance problems and logistic issues.

DATES: Effective date 0901 UTC, October 7, 2021. 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 7400.11E, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at 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. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11E at NARA, email: fedreg.legal@nara.gov or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

FOR FURTHER INFORMATION CONTACT: Christopher McMullin, 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 modifies the air traffic service route structure in the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2020–0567 in the Federal Register (85 FR 38799; June 29, 2020) amending Federal airways A–15, V–444, J–502, and J–511 in Alaska. A supplemental notice of proposed rulemaking was also published for Docket No. FAA–2020–0567 in the Federal Register (85 FR 60108; September 24, 2020) amending Federal airways A–15, V–444, J–502, and J–511 in Alaska, and establishing two Q routes, Q–811 and Q–902, they were referred to as Alaskan Air Navigational routes, which was stated in error. This same error was made in the proposed amendment section. Q–811 and Q–902 are extensions of Canadian Area Navigation routes that extend into Alaskan airspace and should be referenced under paragraph 2007. This rule corrects that editorial error in the amendment section.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the ADDRESSES section of this document. FAA Order 7400.11E lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule


A–15: A–15 currently extends between the Ethelda, BC, Canada, NDB and the Delta Junction, AK, NDB. This action removes the segment between the Intersection of Sisters Island 331°, and Whitehorse 207° radials and Beaver Creek, YT, NDB. The unaffected portions of the existing route remain as charted.

V–444: V–444 currently extends between the Barrow, AK, NDB and the Burwash, YT, NDB. This action removes the segment between the intersection of the Northway 138°, and Gulkana 079° and Burwash, YT, NDB. The unaffected portions of the existing route remain as charted. The portion within Canada is excluded.

J–502: J–502 currently extends between Seattle, WA and Kotzebue, AK. This action removes the segment between the Sister Island, AK, VORTAC and the Northway, AK, VORTAC. The unaffected portions of the existing route would remain as charted.

J–511: J–511 currently extends between Dillingham, AK and Burwash Landing, YT, Canada, NDB. This action removes the segment between the Gulkana VORTAC and the Burwash Landing, YT, Canada. The unaffected portions of the existing route would remain as charted.

Q–811: This action extends Canadian Area Navigation Route Q–811 to overly the existing J–511 to mitigate the route segment that cannot be supported by ground navigational facilities. Q–811 starts at Dillingham, AK and terminates at the newly established waypoint of IGSOM, which was established to replace the Burwash NDB, excluding that airspace in Canada.

Q–902: This action extends Canadian Area Navigation Route Q–902 to overlay the existing J–502 in its entirety, to mitigate route segments that cannot be supported by ground navigation facilities. Q–902 starts at Seattle, WA and terminates at Kotzebue, AK, excluding that airspace in Canada.

FAA Order 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. If, therefore: (1) It 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 amending of Federal airways A–15, and V–444, jet routes J–502, and J–511, and Canadian Area Navigation Routes Q–811, and Q–902 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). 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. 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

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

Paragraph 6009 Colored Federal Airways.

Paragrapth 6010(b) Alaskan VOR Federal Airways.


A–15 [Amended]

From Ethelda, BC, Canada, NDB; Nichols, AK, NDB; Sumner Strait, AK, NDB; Coghlans Island, AK, NDB; Haines, AK, NDB; Intersection of Sisters Island 311° (M), 331° (T), and Whitehorse 189° (M), 207° (T) radials; and then; Beaver Creek, YT, Canada, NDB; Nabesna, AK, NDB; to Delta Junction, AK, NDB. The airspace within Canada is excluded.

Paragraph 6104(b) Alaskan VOR Federal Airways.

V–444 [Amended]

From Barrow, AK, Evansville, AK, NDB; Bettles, AK; Fairbanks, AK; Big Delta, AK; Northway, AK; intersection of the Northway 120° (M), 138° (T), and Gulkana 062° (M), 079° (T) radials.

Paragraph 6009 Colored Federal Airways.

Paragrapth 6010(b) Alaskan VOR Federal Airways.


§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

Paragraph 6009 Colored Federal Airways.

Paragrapth 6010(b) Alaskan VOR Federal Airways.
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2020–0642; Airspace
Docket No. 19–AWP–98]

RIN 2120–AA66

Amendment of V–25, V–27, V–494,
of Santa Rosa, CA

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 June 4, 2021 that amends VHF Omnidirectional Range (VOR) Federal
route (RNAV) T–257 in the vicinity of Santa Rosa, CA. This action makes an editorial
correction to include the Mendocino VOR, which was inadvertently deleted from the
legal description for V–494. Amendments are due to the planned decommissioning of
the Santa Rosa, CA VOR/Distance Measuring Equipment (DME) navigation aid (NAVAID)
which provides navigation guidance for portions of the affected airways. The Santa
Rosa VOR/DME is being decommissioned as part of the FAA’s VOR Minimum Operational
Network (MON) program.

DATES: Effective date 0901 UTC, August 10, 2021.

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.

The Order is also available for inspection at the National Archives and
Records Administration (NARA). For information on the availability of FAA
Order 7400.11E at NARA, email: fedreg.legal@nara.gov or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

FOR FURTHER INFORMATION CONTACT:
Christopher McMullin, 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 notice of
proposed rulemaking for Docket No.
FAA–2020–0642 in the Federal
Register (85 FR 47928; August 7, 2020) and a
final rule (86 FR 29946; June 4, 2021), amending VOR Federal airways V–25,
route T–257 in the vicinity of Santa
Rosa, CA, due to the planned
decommissioning of the Santa Rosa, CA,
VOR/DME NAVAID. Subsequent to the
publication, it was determined that
Mendocino, CA, VOR was missing from
the legal description of V–494. This rule
corrects that error by including
Mendocino, CA, VOR in its appropriate
place in the V–494 legal description.
This is an editorial change only and
does not alter the alignment of the
route as shown on aeronautical charts, and
does not affect the use of the route by
aircraft.

VOR Federal airways are published in
paragraph 6010(a) of FAA Order
7400.11E dated July 21, 2020, and
effective September 15, 2020, which is
incorporated by reference in 14 CFR
71.1. The VOR Federal airway listed in
this document will be subsequently
published in the Order.

Availability and Summary of
Documents for Incorporation by
Reference
This document amends FAA Order
7400.11E, Airspace Designations and
Reporting Points, dated July 21, 2020,
and effective September 15, 2020. FAA
Order 7400.11E is publicly available as
listed in the ADDRESSES section of
this document. FAA Order 7400.11E lists
Class A, B, C, D, and E airspace areas,
air traffic service routes, and reporting
points.

Correction to Final Rule
The description of VOR Federal
Airway V–494, as published on page
29948, in column 1 beginning on line
10, in the Federal Register of June 4,
2021 (86 FR 29946), FR Doc. 2021–
11651, is corrected as follows:

V–494 [Corrected]
From Crescent City, CA, via INT Crescent
City 195° and Fortuna, CA, 345° radials;
Fortuna; INT Fortuna 170° and Mendocino,
CA, 321° radials; Mendocino; INT Point
Reyes, CA 006° and Scaggs Island, CA 314°
radials; Sacramento, CA; INT Sacramento
038° and Squaw Valley, CA, 240° radials;
Squaw Valley; INT Squaw Valley 078° and
Hazen, NV, 244° radials; Hazen.