

a minimum efficacy standard of 45 lumens per watt is prohibited.

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BUREAU OF CONSUMER FINANCIAL PROTECTION

12 CFR Part 1002

[Docket No. CFPB–2021–0015]

RIN 3170–AA09

Small Business Lending Data Collection Under the Equal Credit Opportunity Act (Regulation B)

Correction

In proposed rule document 2021–19274 beginning on page 56356 in the issue of Friday, October 8, 2021, make the following corrections:

1. On page 56359, in the second column, in footnote 13, “<https://cdn.advocacy.sba.gov/content/uploads/2020/06/04144214/2020-Small-Business-Economic-Profile-States-Territories.pdf>” should read “<https://cdn.advocacy.sba.gov/wp-content/uploads/2020/06/04144214/2020-Small-Business-Economic-Profile-States-Territories.pdf>”.

2. On the same page, in the same column, in footnote 16, “https://www.newyorkfed.org/___issues/ci17-4.pdf” should read “https://www.newyorkfed.org/medialibrary/media/research/current_issues/ci17-4.pdf”.

3. On the same page, in the same column, in footnote 17, “<https://www.microbiz.org/content/ploads/04/SmallBizLending-and-FiscalCrisis.pdf>” should read “<https://www.microbiz.org/wp-content/uploads/2014/04/SBA-SmallBizLending-and-FiscalCrisis.pdf>”.

4. On the same page, in the third column, in footnote 20, “https://adpemploymentreport.com/___/May-2021.aspx” should read “<https://www.biz2credit.com/business-lending-index/april-2021>”.

5. On the same page, in the same column, in the same footnote, “<https://www.biz2credit.com/business-lending-index/april-2021>” should read “<https://www.biz2credit.com/small-business-lending-index/april-2021>”.

6. On the same page, in the same column, in footnote 21, “<https://fas.org/sgp/misc/R45878.pdf>” should read “<https://fas.org/sgp/crs/misc/R45878.pdf>”.

7. On page 56361, in the first column, in footnote 35, “https://www.sba.gov/sites/default/files/2019-08/SBA%20%20Size%20Standards_

[Effective%20Aug%2019%2C%202019_Rev.pdf](https://www.sba.gov/sites/default/files/2019-08/SBA%20Table%20of%20Size%20Standards_)” should read “https://www.sba.gov/sites/default/files/2019-08/SBA%20Table%20of%20Size%20Standards_
[Effective%20Aug%2019%2C%202019_Rev.pdf](https://www.sba.gov/sites/default/files/2019-08/SBA%20Table%20of%20Size%20Standards_)”.

8. On the same page, in the second column, in footnotes 42 and 44, “<https://www.census.gov/newsroom/press-releases/business-survey.html>” should read “<https://www.census.gov/newsroom/press-releases/2021/annual-business-survey.html>”.

9. On page 56363, in the third column, in footnote 72, “<https://www.federalreserve.gov/econrest/feds/files/2020089r1pap.pdf>” should read “<https://www.federalreserve.gov/econres/feds/files/2020089r1pap.pdf>”.

10. On page 56368, in the second column, in footnote 130, “https://www.ftc.gov/system/files/documents/report/staff-perspective-paper-ftcs-strictly-business-forum/strictly_business_forum_staff_perspective.pdf” should read “https://www.ftc.gov/system/files/documents/reports/staff-perspective-paper-ftcs-strictly-business-forum/strictly_business_forum_staff_perspective.pdf”.

11. On page 56369, in the third column, in footnote 146, “https://www.farmcreditfunding.com/ffcb_live/serve/public/pressre/finin/pdf?assetId=395570” should read “https://www.farmcreditfunding.com/ffcb_live/serve/public/pressre/finin/report.pdf?assetId=395570”.

Appendix H to Part 1002 [Corrected]

■ 12. On page 56586, in Appendix H to Part 1002, in the first column, footnote 959 should read as follows:

For a financial institution with fewer than 30 entries in its small business lending application register, the full sample size is the financial institution’s total number of entries. The threshold number for such financial institutions remains three. Accordingly, the threshold percentage will be higher for financial institutions with fewer than 30 entries in their registers.

[FR Doc. C1–2021–19274 Filed 12–10–21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2021–1079; Airspace Docket No. 21–ASO–15]

RIN 2120–AA66

Proposed Amendment and Removal of Air Traffic Service (ATS) Routes; Eastern United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend four jet routes, and remove one jet route and one high altitude area navigation (RNAV) route in the eastern United States. These actions are in support of the VHF Omnidirectional Range (VOR) Minimum Operational Network (MON) to improve the efficiency of the National Airspace System (NAS) and reduce dependency on ground-based navigational systems.

DATES: Comments must be received on or before January 27, 2022.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12–140, Washington, DC 20590; telephone: 1(800) 647–5527, or (202) 366–9826. You must identify FAA Docket No. FAA–2021–1079; Airspace Docket No. 21–ASO–15 at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

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

FOR FURTHER INFORMATION CONTACT: Paul Gallant, 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 would modify the route structure as necessary to preserve the safe and efficient flow of air traffic within the NAS.

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA-2021-1079; Airspace Docket No. 21-ASO-15) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the internet at <https://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2021-1079; Airspace Docket No. 21-ASO-15." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified comment closing date will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the comment closing date. A report summarizing each substantive public contact with FAA personnel concerned

with this rulemaking will be filed in the docket.

Availability of NPRMs

An electronic copy of this document may be downloaded through the internet at <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at https://www.faa.gov/air_traffic/publications/airspace_amendments/.

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend 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 Proposal

The FAA is proposing an amendment to 14 CFR part 71 to amend jet routes J-20, J-31, J-41, and J-73; and to remove J-69, and high altitude RNAV route Q-63, in the eastern United States. This action supports the VOR MON program.

The proposed route changes are as follows:

J-20: J-20 currently extends from Seattle, WA, to Montgomery, AL. This action would remove the segments to Meridian, MS, and Montgomery, AL. A new RNAV route, Q-184, is being proposed under a separate docket action. This would provide an alternative to the segments that would be removed from J-20. As amended, J-20 would extend from Seattle, WA, to Magnolia, MS.

J-31: J-31 currently extends from Leeville, LA, to Vulcan, AL. This action would remove the segment from Meridian, MS, to Vulcan, AL. As amended, J-31 would extend from Leeville, LA, to Meridian, MS.

J-41: J-41 currently extends from Montgomery, AL, to Omaha, IA. The FAA proposes to remove the segments between Montgomery, AL and Memphis, TN. As amended, J-41 would extend from Memphis, TN to Omaha, IA.

J-69: J-69 currently extends from Semmes, AL to Vulcan, AL. The route is not required for air traffic control purposes. This action would remove the entire route.

Q-63: Q-63 currently extends between the DOOGE, VA, RNAV waypoint (WP) and the HEVAN, IN, WP. The FAA proposes to remove Q-63 because it will be replaced by an extension of Q-93 which is being proposed in a separate docket action.

Jet routes are published in paragraph 2004, and United States area navigation routes are published in paragraph 2006, 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 jet routes and area navigation route listed in this document would be subsequently amended in, or removed from FAA Order JO 7400.11.

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 proposed 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 proposed 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

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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 14 CFR 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 2004 Jet Routes.

* * * * *

J-20 [Amended]

From Seattle, WA, via Yakima, WA; Pendleton, OR; Donnelly, ID; Pocatello, ID; Rock Springs, WY; Falcon, CO; Hugo, CO; Lamar, CO; Liberal, KS; INT Liberal 137° and Will Rogers, OK, 284° radials; Will Rogers; Belcher, LA; to Magnolia, MS.

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J-31 [Amended]

From Leeville, LA; Harvey, LA; to Meridian, MS.

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J-41 [Amended]

From Memphis, TN; Springfield, MO, Kansas City, MO, to Omaha, IA.

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J-69 [Removed]

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Paragraph 2006 United States Area Navigation Routes.

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Q-63 [Removed]

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Issued in Washington, DC, on December 7, 2021.

Margaret C. Flategraff,

Acting Manager, Rules and Regulations Group.

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA-2021-1057; Airspace Docket No. 21-ASO-38]

RIN 2120-AA66

Proposed Amendment of Class E Airspace; Peachtree City, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to amend Class E airspace extending upward from 700 feet above the surface for Atlanta Regional Airport Falcon Field (formerly Peachtree City, Falcon Field Airport). This action would update the airport's name and geographical coordinates to coincide with the FAA's database. Also, this action would increase the airport's radius and remove excessive verbiage from the legal description. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

DATES: Comments must be received on or before January 27, 2022.

ADDRESSES: Send comments on this proposal to: The U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; Telephone: (800) 647-5527, or (202) 366-9826. You must identify the Docket No. FAA-2021-1057; Airspace Docket No. 21-ASO-38, at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

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/. For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; Telephone: (202) 267-8783. FAA Order JO 7400.11F is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order JO 7400.11F at NARA, email fr.inspection@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT: John Goodson, Operations Support Group, Eastern Service Center, Federal Aviation

Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone (404) 305-5966.

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 would amend Class E airspace for Peachtree City, GA to support IFR operations in the area.

Comments Invited

Interested persons are invited to comment on this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (Docket No. FAA-2021-1057 and Airspace Docket No. 21-ASO-38) and be submitted in triplicate to DOT Docket Operations (see **ADDRESSES** section for the address and phone number). You may also submit comments through the internet at <https://www.regulations.gov>.

Persons wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2021-1057; Airspace Docket No. 21-ASO-38." The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this document may be changed in light of the comments received. All comments submitted will be available for examination in the public docket both before and after the