

NY, 310° radials; to INT LaGuardia 310° and Stillwater, NJ, 043° radials. The airspace within Canada is excluded.

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Issued in Washington, DC, on April 1, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022-07205 Filed 4-5-22; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2022-0335; Airspace  
Docket No. 22-AAL-17]

**RIN 2120-AA66**

#### **Proposed Revocation of Colored Federal Airway Amber 2 (A-2); Northway, AK**

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

**ACTION:** Notice of proposed rulemaking  
(NPRM).

**SUMMARY:** This action proposes to  
revoke Colored Federal airway Amber 2  
(A-2) in the vicinity of Northway, AK  
due to the pending decommissioning of  
Nebesna, AK, (AES) Non-directional  
Beacon (NDB).

**DATES:** Comments must be received on  
or before May 23, 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: (800)  
647-5527, or (202) 366-9826. You must  
identify FAA Docket No. FAA-2022-  
0335; Airspace Docket No. 22-AAL-17  
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\\_](https://www.faa.gov/air_traffic/publications/)  
[traffic/publications/](https://www.faa.gov/air_traffic/publications/). For further  
information, you can contact the Rules  
and Regulations Group, Federal  
Aviation.

#### **FOR FURTHER INFORMATION CONTACT:**

Jesse Acevedo, 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 National Airspace  
System (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-  
2022-0335; Airspace Docket No. 22-  
AAL-17) 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-2022-0335; Airspace  
Docket No. 22-AAL-17." 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 NPRM**

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://](https://www.faa.gov/air_traffic/publications/airspace_amendments/)  
[www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/airspace_amendments/)  
[airspace\\_amendments/](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 Operations Support Group, Western  
Service Center, Federal Aviation  
Administration, 2200 South 216th St.,  
Des Moines, WA 98198.

#### **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.

#### **Background**

The aviation industry/users have  
indicated a desire for the FAA to  
transition the Alaskan en route  
navigation structure away from the  
dependency on NDBs. The advances in  
technology have allowed for alternate  
navigation methods to support  
decommissioning of high cost ground  
navigation equipment. The FAA  
conducted a non-rulemaking study in  
accordance with FAA Order JO 7400.2,  
Procedures for Handling Airspace  
Matters in 2021 on AES due to the  
ongoing high cost of maintenance and  
repair. As a result of the study, there  
were no objections received and the  
FAA added AES to the schedule to be  
decommissioned.

Colored Federal airway A-2 navigates  
from the Beaver Creek, YT, Canada,  
(YXQ) NDB to the Delta Junction, AK,  
(DJN) NDB. The decommissioning of  
AES would render A-2 unusable. This  
proposal would revoke A-2 in its  
entirety. The proposed revocation of  
A-2 is mitigated by United States Area

Navigation (RNAV) route T-232 and VHF Omnidirectional Radar (VOR) Federal airway V-444 that overlie the current route.

### The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to revoke Colored Federal airway A-2 in the vicinity of Northway, AK due to the decommissioning of AES. A-2 currently navigates between YXQ and DJN. The FAA proposes to revoke the route in its entirety.

Colored Federal airways are published in paragraph 6009(c) 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 Colored Federal airway listed in this document would be published subsequently in 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 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 6009(c) Colored Federal Airways.*

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#### A-2 [Remove]

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Issued in Washington, DC, on April 1, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022–07204 Filed 4–5–22; 8:45 am]

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### ENVIRONMENTAL PROTECTION AGENCY

#### 40 CFR Part 52

[EPA–R03–OAR–2022–0284; FRL–9698–01–R3]

#### Approval and Promulgation of Air Quality Plans; Pennsylvania; Reasonably Available Control Technology (RACT) Determinations for Hydro Carbide Tool Company’s Case-by-Case Sources Under the 1997 and 2008 8-Hour Ozone National Ambient Air Quality Standards

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is proposing to approve a state implementation plan (SIP) revision submitted by the Commonwealth of Pennsylvania. This revision was submitted by the Pennsylvania Department of Environmental Protection (PADEP) to establish and require reasonably available control technology (RACT) for Hydro Carbide Tool Company (Hydro Carbide), a major source of volatile organic compounds (VOC), pursuant to the Commonwealth of Pennsylvania’s conditionally

approved RACT regulations. In this rulemaking action, EPA is proposing to approve source-specific (also referred to as “case-by-case”) RACT determinations submitted by PADEP for VOC sources at Hydro Carbide. This RACT evaluation was submitted to meet RACT requirements for the 1997 and 2008 8-hour ozone national ambient air quality standards (NAAQS). This action is being taken under the Clean Air Act (CAA).

**DATES:** Written comments must be received on or before May 6, 2022.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA–R03–OAR–2022–0284 at <https://www.regulations.gov>, or via email to [opila.marycate@epa.gov](mailto:opila.marycate@epa.gov). For comments submitted at [Regulations.gov](https://www.regulations.gov), follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from [Regulations.gov](https://www.regulations.gov). For either manner of submission, EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be confidential business information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI or multimedia submissions, and general guidance on making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>.

**FOR FURTHER INFORMATION CONTACT:** Mr. Riley Burger, Permits Branch (3AD10), Air & Radiation Division, U.S. Environmental Protection Agency, Region III, 1650 Arch Street, Philadelphia, Pennsylvania 19103. The telephone number is (215) 814–2217. Mr. Burger can also be reached via electronic mail at [burger.riley@epa.gov](mailto:burger.riley@epa.gov).

**SUPPLEMENTARY INFORMATION:** On May 7, 2020, PADEP submitted a revision to its SIP to address case-by-case nitrogen oxides (NO<sub>x</sub>) and/or VOC RACT for sources at numerous major NO<sub>x</sub> and VOC emitting facilities located in the Commonwealth, including Hydro