

(2) Where EASA AD 2021–0299 refers to August 19, 2020 (the effective date of EASA AD 2020–0174), this AD requires using December 27, 2021 (the effective date of AD 2021–22–04).

(3) The “Remarks” section of EASA AD 2021–0229 does not apply to this AD.

(4) Where paragraphs (6) and (7) of EASA AD 2021–0229 mandate a parts installation limitation, this AD requires the following parts installation limitation: As of December 27, 2021 (the effective date of AD 2021–22–04), only serviceable parts as defined in EASA AD 2021–0229 are allowed to be installed on any airplane.

#### (i) No Reporting Requirement

Although the service information referenced in EASA AD 2021–0229 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

#### (j) Additional FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (k)(2) of this AD. Information may be emailed to: *9-AVS-AIR-730-AMOC@faa.gov*. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer*: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC)*: Except as required by paragraph (j)(2) of this AD, if any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator’s maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

#### (k) Related Information

(1) For EASA AD 2021–0229, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999

000; email *ADs@easa.europa.eu*; internet *www.easa.europa.eu*. You may find this EASA AD on the EASA website at *https://ad.easa.europa.eu*. You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. This material may be found in the AD docket at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2022–0471.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3229; email: *vladimir.ulyanov@faa.gov*.

Issued on April 21, 2022.

**Gaetano A. Sciortino,**

*Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.*

[FR Doc. 2022–08910 Filed 5–4–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2022–0430; Airspace Docket No. 19–AAL–75]

**RIN 2120–AA66**

### Proposed Amendment of United States Area Navigation (RNAV) Route T–277, Point Lay, AK

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

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

**SUMMARY:** This action proposes to amend United States Area Navigation (RNAV) T-route, T–277 in the vicinity of Point Lay, AK, due to the planned decommissioning of the Point Lay, AK, (PIZ) Non-Directional Beacons (NDB). The Point Lay, AK, (PIZ) NDB will decommission as part of a large and comprehensive T-route modernization project for the state of Alaska.

**DATES:** Comments must be received on or before June 20, 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–2022–0430; Airspace Docket No. 19–AAL–75 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.

#### 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 expand the availability of RNAV in Alaska and improve the efficient flow of air traffic within the National Airspace System (NAS) by lessening the dependency on ground based navigation.

#### 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–2022–0430; Airspace Docket No. 19–AAL–75) 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–2022–0430; Airspace Docket No. 19–AAL–75.” 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://www.faa.gov/air\\_traffic/publications/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 Western Service Center, Operations Support Group, 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

In 2003, Congress enacted the Vision 100—Century of Aviation Reauthorization Act (Pub. L. 108–176), which established a joint planning and

development office in the FAA to manage the work related to the Next Generation Air Transportation System (NextGen). Today, NextGen is an ongoing FAA-led modernization of the nation’s air transportation system to make flying safer, more efficient, and more predictable.

In support of NextGen, this proposal is part of a larger and comprehensive RNAV T-route modernization project in the state of Alaska. The project’s mission statement is “to modernize Alaska’s Air Traffic Service route structure using satellite based navigation. Development of new T-routes and optimization of existing T-routes will enhance safety, increase efficiency and access, and will provide enroute continuity that is not subject to the restrictions associated with ground based airway navigation.” As part of this project, the FAA evaluated the existing Colored airway structure for: (a) Direct replacement (*i.e.*, overlay) with a T-route that offers a similar or lower Minimum Enroute Altitude (MEA) or Global Navigation Satellite System Minimum Enroute Altitude (GNSS MEA); (b) the replacement of the Colored airway with a T-route in an optimized but similar geographic area, while retaining similar or lower MEA; or (c) removal with no route structure (T-route) restored in that area because the value was determined to be insignificant.

Industry and users have indicated a desire that the FAA transition the Alaskan enroute navigation structure away from any dependency on NDBs, and move to develop and improve the RNAV route structure. The FAA believes this request is time sensitive given the increasing number of NDBs that are currently and/or scheduled out of service, and the lack of an NDB acquisition, maintenance, or sustainment program, which forces aircraft flying under Instrument Flight Rules (IFR) that are without de-icing protection to fly at higher MEAs, with the potentially associated loss of safety.

The FAA is proposing to amend RNAV T-route T–277. This proposed action is necessary due to the planned decommissioning of the Point Lay, AK, (PIZ) NDB. The Point Lay NDB will decommission as part of the RNAV modernization effort for the state of Alaska. The FAA proposes to replace PIZ with the JODGU, AK, waypoint (WP). The FAA also proposes to update more precisely the Global Positioning System (GPS) coordinates for the Bettles, AK, (BTT) VOR/Distance Measuring Equipment (VOR/DME), due to advancements in technology, which has improved the ability to measure

latitude/longitude coordinates more precisely.

#### The Proposal

The FAA is proposing an amendment to 14 CFR part 71 to amend RNAV route T–277 in the vicinity of Point Lay, AK in support of a large and comprehensive T-route modernization project in the state of Alaska. The proposed RNAV T-route amendment is described below.

**T–277:** T–277 currently extends between the Bettles, AK, (BTT) VOR/DME and the Point Lay, AK, (PIZ) NDB. The FAA proposes to replace the Point Lay, AK, (PIZ) NDB with the JODGU, AK, WP. As a result, T–277 would extend between the Bettles, AK, (BTT) VOR/DME and the JODGU, AK, WP.

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 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:

**T-277 Bettles, AK (BTT) to JODGU, AK**

Bettles, AK (BTT)  
JODGU, AK

VOR/DME  
WP

(Lat. 66°54'18.03" N, long. 151°32'09.18" W)  
(Lat. 69°44'11.47" N, long. 163°00'04.08" W)

\* \* \* \* \*

Issued in Washington, DC, on April 20, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022-09066 Filed 5-4-22; 8:45 am]

**BILLING CODE 4910-13-P**

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**DEPARTMENT OF HEALTH AND HUMAN SERVICES**
**Food and Drug Administration****21 CFR Part 172**

[Docket No. FDA-1986-F-0425 (formerly Docket No. 1986F-0208)]

**Ranks, Hovis, McDougall Research, Ltd.; Withdrawal of Food Additive Petition**

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Notification; withdrawal of petition.

**SUMMARY:** The Food and Drug Administration (FDA or we) is announcing the withdrawal, without prejudice to a future filing, of a food additive petition (FAP 6A3930) proposing that the food additive regulations be amended to provide for the safe use of mycoprotein, derived from *Fusarium graminearum* (taxonomically reclassified as *Fusarium venenatum*), as a source of protein in certain foods.

**DATES:** The food additive petition was withdrawn on February 28, 2022.

**ADDRESSES:** For access to the docket to read background documents or comments received, go to <https://www.regulations.gov> and insert the docket number found in brackets in the heading of this document into the "Search" box and follow the prompts, and/or go to the Dockets Management Staff, 5630 Fishers Lane, Rm. 1061, Rockville, MD 20852.

**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.*

\* \* \* \* \*

**FOR FURTHER INFORMATION CONTACT:**

Paulette M. Gaynor, Center for Food Safety and Applied Nutrition, Food and Drug Administration, 5001 Campus Dr., College Park, MD 20740, 240-402-1192.

**SUPPLEMENTARY INFORMATION:** In a notice published in the *Federal Register* of May 30, 1986 (51 FR 19610),<sup>1</sup> we announced that we had filed a food additive petition (FAP 6A3930), submitted by Ranks, Hovis, McDougall Research, Ltd., c/o 2550 M St. NW, Washington, DC 20037. Responsibility for the petition subsequently transferred to Marlow Foods Ltd. (currently Marlow Foods Ltd. dba Quorn Foods (Marlow) c/o 1401 Eye St. NW, Suite 800, Washington, DC 20005). The petition proposed to amend the food additive regulations in 21 CFR part 172 to provide for the safe use of mycoprotein, derived from *Fusarium graminearum* (taxonomically reclassified as *Fusarium venenatum*), as a direct source of protein in certain foods. Marlow has now withdrawn the petition without prejudice to a future filing (21 CFR 171.7).

Dated: April 29, 2022.

**Lauren K. Roth,**

*Associate Commissioner for Policy.*

[FR Doc. 2022-09609 Filed 5-4-22; 8:45 am]

**BILLING CODE 4164-01-P**

**ENVIRONMENTAL PROTECTION AGENCY**
**40 CFR Part 52**

[EPA-R05-OAR-2016-0672; EPA-R05-OAR-2016-0706; EPA-R05-OAR-2016-0708; FRL-9649-01-R5]

**Air Plan Approval; Indiana, Michigan and Minnesota; Revised Startup, Shutdown, and Malfunction Provisions**

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

**ACTION:** Proposed rule.

**SUMMARY:** EPA is proposing to approve three State Implementation Plan (SIP) revision requests, submitted by Indiana, Michigan, and Minnesota. All three states submitted the SIP revision requests in 2016 in response to a finding of substantial inadequacy and a SIP call published on June 12, 2015, for specific provisions in each state's SIP related to excess emissions during startup, shutdown, and malfunction (SSM) events. Each of these SIP submissions was submitted independently and EPA is analyzing them individually. However, EPA is packaging the proposed approvals together in a single action both for administrative efficiency and because EPA's action approving the revisions consistently applies EPA's national policy regarding SSM provisions in SIPs. EPA is proposing approval of these SIP submissions and proposing to determine that each submission corrects the state's respective SIP deficiencies as identified in the June 12, 2015, SIP call.

**DATES:** Comments must be received on or before June 6, 2022.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA-R05-OAR-2016-0672 (Indiana); EPA-R05-OAR-2016-0706 (Michigan); or EPA-R05-OAR-2016-0708 (Minnesota) at <https://www.regulations.gov>, or via email to [blakley.pamela@epa.gov](mailto:blakley.pamela@epa.gov). For comments submitted at *Regulations.gov*, follow the online instructions for

<sup>1</sup> Although the filing notice refers to the subject as "myco-protein," we are using a nonhyphenated name (*i.e.*, "mycoprotein") in this withdrawal notification.