

700 feet above the surface at Carter Ranch Airport, Oakwood, TX, to support instrument flight rule operations at this airport.

### History

The FAA published a notice of proposed rulemaking in the **Federal Register** (87 FR 21060; April 11, 2022) for Docket No. FAA–2022–0310 to amend the Class E airspace at Oakwood, TX. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in paragraph 6005 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 Class E airspace designations listed in this document will be published subsequently in FAA Order JO 7400.11F.

### Availability and Summary of Documents for Incorporation by Reference

This document amends 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 Rule

This amendment to 14 CFR part 71 amends the Class E airspace extending upward from 700 feet above the surface at Carter Ranch Airport, Oakwood, TX, by removing the Leona VORTAC and associated extension from the airspace legal description; removes the exclusionary language from the airspace legal description as it is not required; and removes the city associated with the airport to comply with changes to FAA Order JO 7400.2N, Procedures for Handling Airspace Matters.

This action is the result of an airspace review conducted as part of the decommissioning of the Leona VOR, which provided navigation information for the instrument procedures at this airport, as part of the VOR MON Program.

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 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 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 action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, paragraph 5–6.5.a. 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.

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

\* \* \* \* \*

### ASW TX E5 Oakwood, TX [Amended]

Carter Ranch Airport, TX

(Lat. 31°34′01″N, long. 95°46′00″W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Carter Ranch Airport.

Issued in Fort Worth, Texas, on June 8, 2022.

**Martin A. Skinner,**

*Acting Manager, Operations Support Group, ATO Central Service Center.*

[FR Doc. 2022–12695 Filed 6–13–22; 8:45 am]

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## LIBRARY OF CONGRESS

### Copyright Royalty Board

#### 37 CFR Part 360

[Docket No. 17–CRB–0012–RM]

### Procedural Regulations for the Copyright Royalty Board Regarding Electronic Filing of Claims; Corrections

**AGENCY:** Copyright Royalty Board, Library of Congress.

**ACTION:** Correcting amendments.

**SUMMARY:** On July 8, 2019, the Copyright Royalty Judges revised their regulations to move several sections from one part to a new part. At the time, the Judges inadvertently failed to revise other regulations that include cross-references to the old part. They are now revising regulations regarding the filing of claims to reflect the change.

**DATES:** Effective June 14, 2022.

**FOR FURTHER INFORMATION CONTACT:** Anita Brown, CRB Program Specialist, 202–707–7658, [crb@loc.gov](mailto:crb@loc.gov).

**SUPPLEMENTARY INFORMATION:** In 2019, the Copyright Royalty Judges moved provisions related to general administrative items from part 350 to a new part 303 (84 FR 32296, July 8, 2019). The Judges inadvertently failed to make conforming revisions to part 360 governing the filing of claims at that time. The Judges now amend three sections of part 360 to correct outdated cross-references. They are updating the cross-reference in § 360.3(b) from § 350.7 to § 303.7 (regarding time) and the cross-references in §§ 360.4(c) and 360.22(c) from § 350.5(g) to § 303.5(g) (regarding changes in name and address). See 82 FR 27016 (June 13, 2017) (Final rule) and 82 FR 55323 (Nov. 21, 2017) (Correcting amendment).

**List of Subjects in 37 CFR Part 360**

Administrative practice and procedure, Cable royalties, Claims, Copyright, Electronic filing, Satellite royalties.

Accordingly, the Copyright Royalty Judges correct 37 CFR part 360 by making the following correcting amendments:

**PART 360—FILING OF CLAIMS TO ROYALTY FEES COLLECTED UNDER COMPULSORY LICENSE**

■ 1. The authority citation for part 360 continues to read as follows:

**Authority:** 17 U.S.C. 801, 803, 805.

Subpart A also issued under 17 U.S.C. 111(d)(4) and 119(b)(4).

Subpart B also issued under 17 U.S.C. 1007(a)(1).

Subpart C also issued under 17 U.S.C. 111(d)(4), 119(b)(4) and 1007(a)(1).

**Subpart A—Cable and Satellite Claims****§ 360.3 [Amended]**

■ 2. In § 360.3, amend paragraph (b) by removing “350.7” and adding in its place “303.7”.

**§ 360.4 [Amended]**

■ 3. In § 360.4, amend paragraph (c) by removing “350.5(g)” and adding in its place “303.5(g)”.

**Subpart B—Digital Audio Recording Devices and Media (DART) Royalty Claims****§ 360.22 [Amended]**

■ 4. In § 360.22, amend paragraph (c) by removing “350.5(g)” and adding in its place “303.5(g)”.

Dated: June 8, 2022.

**Suzanne M. Barnett,**

*Chief Copyright Royalty Judge.*

[FR Doc. 2022-12747 Filed 6-13-22; 8:45 am]

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**DEPARTMENT OF HOMELAND SECURITY****Coast Guard****46 CFR Part 4**

[Docket No. USCG-2021-0348]

**Navigation and Navigable Waters, and Shipping; Technical, Organizational, and Conforming Amendments**

**AGENCY:** Coast Guard, DHS.

**ACTION:** Technical amendment.

**SUMMARY:** On January 21, 2022, the Coast Guard prematurely amended the

definition of “major marine casualty” for title 46 of the Code of Federal Regulations as part of a technical amendment. The Coast Guard is reverting that definition back to how it appeared prior to issuance of the technical amendment.

**DATES:** This final rule is effective June 14, 2022.

**ADDRESSES:** To view documents mentioned in this preamble as being available in the docket, go to <https://www.regulations.gov>, type USCG-2021-0348 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

**FOR FURTHER INFORMATION CONTACT:** For information about this document call or email Courtney Mallon, Coast Guard; telephone 202-372-3758, email [Courtney.Mallon@uscg.mil](mailto:Courtney.Mallon@uscg.mil).

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**I. Abbreviations**

CFR Code of Federal Regulations  
 NPRM Notice of proposed rulemaking  
 NTSB National Transportation Safety Board  
 § Section  
 U.S.C. United States Code

**II. Basis and Purpose, and Regulatory History**

On January 21, 2022, the Coast Guard published a technical amendment<sup>1</sup> that revised the definition of “major marine casualty” in title 46 of the Code of Federal Regulations (CFR), paragraph 4.40-5(d)(3). That change altered the property damage threshold from \$500,000 to \$2,000,000. The stated basis for the change was to implement section 211 of the Save Our Seas Act of 2018 (Pub. L. 115-265, 132 Stat. 3742). However, the Coast Guard has determined that this matter needs further analysis. The correct legal authority for changing this regulation is title 49 of the United States Code

(U.S.C.), section 1131. That statute requires a rule prescribed jointly by the National Transportation Safety Board (NTSB) and the Coast Guard. As a result, we need to revert to the previous value of \$500,000 for the time being.

The Coast Guard is issuing this technical amendment without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this technical amendment because publishing an NPRM would be unnecessary. Under 49 U.S.C. 1131, changes to the reporting value threshold for 46 CFR 4.40-5(d)(3) requires a rule prescribed jointly by the NTSB and the Coast Guard. The January 21, 2022, technical amendment was only issued by the Coast Guard, so the value listed before the technical amendment should be restored, and can later be adjusted in a joint rulemaking. For those same reasons, under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this technical amendment effective less than 30 days after publication in the **Federal Register**.

**III. Discussion of the Rule**

This action restores the property damage threshold of 46 CFR 4.40-5(d)(3), to \$500,000.

**IV. Regulatory Analyses**

We developed this amendment after considering numerous statutes and Executive orders related to rulemaking. Below we summarize our analyses based on these statutes or Executive orders.

**A. Regulatory Planning and Review**

Executive Orders 12866 (Regulatory Planning and Review) and 13563 (Improving Regulation and Regulatory Review) direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits (including potential economic, environmental, public health and safety effects, distributive impacts, and equity). Executive Order 13563 emphasizes the importance of quantifying both costs and benefits, of

<sup>1</sup> 87 FR 3217.