VORTAC and the Samsville, IL, VOR/DME is removed. Additionally, the exclusions regarding the airspace within R–4001B, R–5002A, R–5002B, and R–5002E when active, and the airspace within the V–139 and V–308 airways are removed as well. The unaffected portions of the existing airway remain as charted.

V–446: V–446 extends between the Troy, IL, VORTAC and the Samsville, IL, VOR/DME. The airway is removed in its entirety.

All NAV/AID radials listed in the VOR Federal airway description below are unchanged and stated in True degrees.

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. 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 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

The FAA has determined that this action of amending VOR Federal airway V–44 and revoking VOR Federal airway V–446, due to the planned decommissioning of the VOR portion of the Samsville, IL, VOR/DME NAV/AID, 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**

1. The authority citation for 14 CFR part 71 continues to read as follows:


   § 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 6010(a) Domestic VOR Federal Airways.
   * § 71.1
   * § 44–44 [Amended]

   From Columbia, MO; INT Columbia 131° and Foristell, MO, 262° radials; Foristell; to Centralia, IL. From Falmouth, KY; York, KY; Parkersburg, WV; Morgantown, WV; Martinsburg, WV; INT Martinsburg 094° and Baltimore, MD, 300° radials; Baltimore; INT Baltimore 122° and Sea Isle, NJ, 267° radials; Sea Isle; INT Sea Isle 040° and Deer Park, NY, 209° radials; Deer Park; INT Deer Park 041° and Bridgeport, CT, 133° radials; Bridgeport; INT Bridgeport 324° and Pawling, NY, 160° radials; Pawling; INT Pawling 342° and Albany, NY, 181° radials; to Albany. The airspace below 2,000 feet MSL outside the United States is excluded.

   * § 44–44 [Removed]

   Issued in Washington, DC, on June 23, 2022.

   Scott M. Rosenbloom,
   Manager, Airspace Rules and Regulations.
   [FR Doc. 2022–14199 Filed 7–1–22; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

14 CFR Part 77

[Docket No. FAA–2004–16982; Notice No. 07–16]

Colo Void Clause Coalition; Antenna Systems Co-Location; Voluntary Best Practices

**AGENCY:** Federal Aviation Administration (FAA); Department of Transportation (DOT):

**ACTION:** Notification of amended policy.

**SUMMARY:** The FAA announces an amendment to its Colo Void policy. The FAA last revised its policy regarding the notification requirements and processes for evaluation of potential electromagnetic interference (EMI) for co-location of antenna systems on existing structures previously studied by the FAA on November 21, 2007. Based on an August 4, 2020 request from the Colo Void Clause Coalition (CVCC), the FAA finds that further modifications to this policy are necessary and appropriate. The FAA will add additional frequencies to the list of those not requiring notice to the FAA when added to an existing structure with a current No Hazard Determination.

**DATES:** This policy is effective September 6, 2022.

**FOR FURTHER INFORMATION CONTACT:** For specific questions related to the Colo Void policy, please contact the Spectrum Engineering Group, 202–267–7365.

**SUPPLEMENTAL INFORMATION:**

**Background**

Prior to April 2004, when the FAA issued a Determination of No Hazard to Air Navigation for proposed construction or alteration of an antenna structure, the Determination included the following condition: “This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, frequency(ies) or use of greater power will void this determination. Any future construction or alteration, including an increase in
heights, power, or the addition of other transmitters requires separate notice to the FAA. As a result of this condition, a proponent seeking only to add frequencies to a previously studied structure for which the FAA had issued a Determination of No Hazard was required to file notice with the FAA. They had to file the notice on FAA Form 7460–1 in accordance with the previously discussed condition.

On April 27, 2004, the FAA published a revised policy regarding the notification requirements for co-locating antenna systems on existing structures previously studied by the FAA (69 FR 22732). The revised policy was based on a Best Practices Agreement recommended by the Colo Void Clause Coalition (CVCC). Under this revised policy, a proponent was not required to file notices with the FAA for an aeronautical study to add certain frequencies to an existing structure that FAA issued a current Determination of No Hazard to Air Navigation.

In February 2006, the CVCC asked the FAA to consider amending its policy to include additional frequency bands. The CVCC also sought clarification of the condition in the 2004 policy requiring proponents to provide the FAA with an electronic copy of its antenna system location databases. On November 21, 2007, the FAA further amended the policy to add the requested frequencies (72 FR 65449). FAA also withdrew the condition requiring proponents to provide electronic copies of antenna system location databases because any unintentional electromagnetic interference resulting under the policy can be mitigated by condition 2 of the policy.

On August 4, 2020, the CVCC requested that the FAA consider amending the November 21, 2007 policy by including additional frequency bands not requiring notice to the FAA when co-located with previously studied structures with No Hazard determinations. The frequencies are

3 The CVCC represents wireless service providers and tower companies that together currently own or manage the majority of the radio towers throughout the United States.

2 Condition 2—If an antenna system, operating in the designated frequency bands, causes EMI to one or more FAA facilities, the FAA will contact the proponent. The proponent must mitigate the EMI in a timely manner, as recommended by the FAA in each particular case. Depending upon the severity of the interference, the proponent must eliminate harmful EMI either by adjusting operating parameters, (for example, employing extra filtering or reducing effective radiated power), or by ceasing transmissions, as may be required by the FCC and the FAA. Failure to provide successful EMI mitigation techniques will result in referral to the FCC’s Enforcement Bureau for possible enforcement action. (69 FR 22732, April 27, 2004).

4 Under this policy, proponents are not required to file notices with the FAA for an aeronautical study to add certain frequencies to an existing structure that FAA issued a current Determination of No Hazard to Air Navigation.

5 Furthermore, the antenna system must not be co-located or mounted on an FAA antenna structure without prior coordination with the FAA’s Spectrum Engineering Group. This policy to not require notice only applies to antenna systems operating on the following frequencies and service types, as dictated by various parts of 47 CFR. The FAA is updating the policy to include additional frequencies. In some instances, the frequencies added by this notice are subject to designated power and bandwidth limitations. These limitations are specified where applicable. The new frequencies are designated with an asterisk.

6 988–806 MHz [Advanced Wireless Service—Part 27].
8 816–820 MHz and 861–865 MHz (Basic Exchange Telephone Radio—Parts 1 and 22).
9 821–824 MHz and 866–869 MHz (Public Safety Mobile Radio Pool—Part 90).
10 824–849 MHz and 869–894 MHz (Cellular Radiotelephone—Parts 1 and 22).
13 901–902 MHz and 930–931 MHz (Narrowband PCS—Part 24).
14 929–930 MHz, 931–932 MHz, and 940–941 MHz (Paging—Parts 1, 22, and 90).
15 1670–1675 MHz (Wireless Communications Service—Part 27).
16 * 1695–1710 MHz, 1755–1790 MHz, and 2155–2180 MHz (Advanced Wireless Service—Part 27; 3280 Watts effective isotropic radiated power (EIRP), No bandwidth limitations; largest spectrum block is 20 MHz).
18 1850–1990 MHz (Broadband PCS—Part 24, Point-to-Point Microwave—Part 101).
19 1990–2000 MHz (Broadband PCS—Part 24).
21 2305–2320 MHz and 2345–2360 MHz (Wireless Communications Service (WCS)—Part 27).
22 2320–2345 MHz (Satellite Digital Audio Radio Service—Part 27).
23 2496–2690 MHz (Broadcast Radio Service—Part 27).
DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 100

[RIN 1625–AA08]

Special Local Regulation; Ohio River, Marietta, OH

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a special local regulation for all navigable waters of the Ohio River between mile markers 171 and 173. The special local regulation is needed to protect regatta participants, the public, and the marine environment from potential hazards created by powerboat racing. This special local regulation establishes a Patrol Commander and restricts movement and anchoring of spectator and non-participant vessels during the time of the event.

DATES: This rule is effective from 9:30 a.m. on July 9, 2022 through 4 p.m. on July 10, 2022.

ADDRESSES: To view documents mentioned in this preamble as being available in the docket, go to https://www.regulations.gov, type USCG–2022–0551 in the search box and click “Search.” Next, in the Document Type column, select “Supporting & Related Material.”

FOR FURTHER INFORMATION CONTACT: If you have questions on this rule, call or email MST2 Justin Selan, Marine Safety Unit Huntington, U.S. Coast Guard; (304) 733–0198, Justin.K.Selan@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section

II. Background Information and Regulatory History

The Coast Guard is issuing this temporary rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (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 rule because we must establish the special local regulation by July 9, 2022 and lack sufficient time to request public comments and respond to these comments before the special local regulation must be established.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the Federal Register. Delaying the effective date of this rule would be contrary to the public interest because immediate action is needed to respond to the potential safety hazards associated with the Marietta River Front Roar taking place on the Ohio River between mile marker 171 and mile marker 173.

III. Legal Authority and Need for Rule

The Coast Guard is issuing this rule under authority in 46 U.S.C. 70041; 33