

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:

T–426 Parkersburg, WV (JPU) to MCDON, VA [Amended]

Parkersburg, WV (JPU)	VOR/DME	(Lat. 39°26′28.25″ N, long. 081°22′29.14″ W)
SITTR, WV	WP	(Lat. 37°46′49.13″ N, long. 081°07′23.70″ W)
DANCO, VA	WP	(Lat. 37°05′15.75″ N, long. 080°42′46.45″ W)
TABER, VA	FIX	(Lat. 37°02′55.04″ N, long. 080°02′55.66″ W)
PIGGS, VA	FIX	(Lat. 36°56′01.81″ N, long. 079°42′40.61″ W)
DUNCE, VA	FIX	(Lat. 36°50′52.00″ N, long. 079°29′18.20″ W)
MCDON, VA	WP	(Lat. 36°40′29.56″ N, long. 079°00′52.03″ W)

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Issued in Washington, DC, on December 3, 2024.

Richard Lee Parks,
Manager (A), Rules and Regulations Group.
[FR Doc. 2024–28577 Filed 12–5–24; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

Docket No. FAA–2024–1934; Airspace
Docket No. 23–AAL–60

RIN 2120–AA66

Amendment of United States Area
Navigation Route Q–8 and Revocation
of United States Area Navigation Route
Q–18 in Alaska

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends United States Area Navigation (RNAV) Route Q–8 and revokes RNAV Route Q–18 in Alaska. The FAA is taking these actions to resolve an issue involving rejected automated flight plans.

DATES: Effective date 0901 UTC,
February 20, 2025. The Director of the
Federal Register approves this

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); 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 7400.11J,
Airspace Designations and Reporting
Points, dated July 31, 2024, and
effective September 15, 2024, is
amended as follows:

Paragraph 2004 Jet Routes.

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incorporation by reference action under
1 CFR part 51, subject to the annual
revision of FAA Order JO 7400.11 and
publication of conforming amendments.

ADDRESSES: A copy of the Notice of
Proposed Rulemaking (NPRM), all
comments received, this final rule, and
all background material may be viewed
online at www.regulations.gov using the
FAA Docket number. Electronic
retrieval help and guidelines are
available on the website. It is available
24 hours each day, 365 days each year.

FAA Order JO 7400.11J, Airspace
Designations and Reporting Points, and
subsequent amendments can be viewed
online at [www.faa.gov/air_traffic/](http://www.faa.gov/air_traffic/publications/)
[publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the
Rules and Regulations Group, Office of
Policy, Federal Aviation
Administration, 600 Independence
Avenue SW, Washington, DC 20597;
telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT:
Steven Roff, Rules and Regulations
Group, Office of Policy, Federal
Aviation Administration, 600
Independence Avenue SW, Washington,
DC 20597; 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

J–213 [Removed]

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J–526 [Removed]

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Paragraph 6010(a) Domestic VOR Federal
Airways.

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V–59 [Removed]

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V–258 [Removed]

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V–519 [Amended]

From Volunteer, TN; INT Volunteer 050°
and Glade Spring, VA, 246° radials; Glade
Spring; to Bluefield, WV.

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Paragraph 6011 United States Area
Navigation Routes.

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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 modifies the
Air Traffic Service (ATS) route structure
as necessary to preserve the safe and
efficient flow of air traffic within the
National Airspace System.

History

The FAA published a NPRM for
Docket No. FAA 2024–1934 in the
Federal Register (89 FR 59862; July 24,
2024), proposing to amend Q–8 and
revoke Q–18 in Alaska. Interested
parties were invited to participate in
this rulemaking effort by submitting
written comments on the proposal to the
FAA. No comments were received.

Differences From the NPRM

The NPRM published for Docket No.
FAA–2024–1934 in the **Federal Register**
(89 FR 59862; July 24, 2024) listed the
route points for Q8 in the incorrect
order in the regulatory text.
Additionally, the route point
coordinates in the regulatory text for Q–

8 did not list the coordinates to the nearest 100th degree as required. This rule corrects these errors.

Incorporation by Reference

United States Area Navigation Routes are published in paragraph 2006 of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11J, dated July 31, 2024, and effective September 15, 2024. FAA Order JO 7400.11J is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next update to FAA Order JO 7400.11.

FAA Order JO 7400.11J lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

The FAA is amending 14 CFR part 71 by amending RNAV Route Q–8 and revoking RNAV Route Q–18 in Alaska.

Q–8: This action amends RNAV Route Q–8 by extending it to overlie the track of Q–18 that is being revoked by this action. As amended, Q–8 extends between the Barrow, AK, VOR/DME and the Anchorage, AK, VOR/DME.

Q–18: This action revokes Q–18 in its entirety.

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 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 airspace action of amending Q–8 and revoking Q–18 in Alaska 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), and paragraph 5–6.5k, which categorically excludes from further environmental review the publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. 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. Accordingly, 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:

Authority: 49 U.S.C. 106(f); 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 7400.11J, Airspace Designations and Reporting Points, dated July 31, 2024, and effective September 15, 2024, is amended as follows:

Paragraph 2006 United States Area Navigation Routes.

* * * * *

Q–8 Anchorage, AK (TED) to Barrow, AK (BRW) [Amended]

Barrow, AK (BRW)	VOR/DME	(Lat. 71°16′24.33″ N, long. 156°47′17.22″ W)
Galena, AK (GAL)	VOR/DME	(Lat. 64°44′17.26″ N, long. 156°46′37.69″ W)
Anchorage, AK (TED)	VOR/DME	(Lat. 61°10′04.32″ N, long. 149°57′36.52″ W)

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Q–18 Galena, AK (GAL) to Barrow, AK (BRW) [Removed]

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Issued in Washington, DC, on December 3, 2024.

Richard Lee Parks,

Manager (A), Rules and Regulations Group.

[FR Doc. 2024–28575 Filed 12–5–24; 8:45 am]

BILLING CODE 4910–13–P