

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 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), 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 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

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

* * * * *

AGL MN E5 Hutchinson, MN [Amended]
Hutchinson Municipal Airport/Butler Field, MN

(Lat 44°51′36″ N, long 94°22′57″ W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Hutchinson Municipal Airport/Butler Field.

* * * * *

Issued in Fort Worth, Texas, on January 3, 2024.

Martin A. Skinner,
Acting Manager, Operations Support Group,
ATO Central Service Center.

[FR Doc. 2024–00195 Filed 1–10–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–1006; Airspace
Docket No. 22–AWP–65]

RIN 2120–AA66

Modification of Class E Airspace; Minden-Tahoe Airport, Minden, NV; Correction

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting a final rule that published in the **Federal Register** on December 22, 2023. The final rule modified Class E airspace extending upward from 700 feet above the surface at Minden-Tahoe Airport, Minden, NV. This action corrects an error in the airspace legal description. **DATES:** Effective 0901 UTC, March 21, 2024. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.11, Airspace Designations and Reporting Points, and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11H, and subsequent amendments, can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Keith Adams, Federal Aviation Administration, Western Service Center, Operations Support Group, 2200 S 216th Street, Des Moines, WA 98198; telephone (206) 231–2428.

SUPPLEMENTARY INFORMATION:

History

The FAA published a final rule in the **Federal Register** (88 FR 88528; December 22, 2023) for Docket FAA–2023–1006, which modified Class E airspace extending upward from 700 feet above the surface at the Minden-Tahoe Airport, Minden, NV. Subsequent to publication, the FAA identified that line one of the Class E airspace legal description contained the two-letter abbreviation for the state as “CA”, which was incorrect. The two-letter abbreviation of the state in line one of the legal description should be “NV”. This action corrects the error.

Correction to the Final Rule

In FR Doc 2023–28228 at 88529, published in the **Federal Register** on December 22, 2023, the FAA makes the following corrections:

■ 1. On page 88529, in the second column, correct the first line of the legal description for E5 Minden, NV to read as follows:

AWP NV E5 Minden, NV [Corrected]

Issued in Des Moines, Washington, on January 5, 2024.

B.G. Chew,

Group Manager, Western Service Center,
Operations Support Group.

[FR Doc. 2024–00352 Filed 1–10–24; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–1338; Airspace
Docket No. 22–AWP–86]

RIN 2120–AA66

Establishment of United States Area Navigation (RNAV) Route T–401 in the Vicinity of Paynesville, CA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes United States Area Navigation (RNAV) route T–401 in the vicinity of Paynesville, CA.

DATES: Effective date 0901 UTC, March 21, 2024. The Director of the Federal Register approves this 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 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT: Steven Roff, 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 expands the availability of RNAV in California and improves the efficient flow of air traffic within the National Airspace System by lessening the dependency on ground-based navigation.

History

The FAA published a NPRM for Docket No. FAA-2023-1338 in the **Federal Register** (88 FR 39382; June 16, 2023), establishing RNAV route T-401 in the vicinity of Paynesville, CA. Interested parties were invited to participate in this rulemaking effort by submitting comments on the proposal. One comment was received in support of this action. The commentor stated "I support this action because establishing more low altitude airways within the NAS enhances the safety of general aviation pilots who would otherwise have to operate at higher altitudes off airways when IFR."

Differences From the NPRM

The NPRM published for Docket No. FAA-2023-1338 in the **Federal Register** (88 FR 39382; June 16, 2023) contained an error in the table listing the route points that describe the airway. The table listed the route points in order of north to south, this rule corrects this error and lists the route points in order of south to north.

Incorporation by Reference

United States Area Navigation routes are published in paragraph 6011 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 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H 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 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This action amends 14 CFR part 71 by establishing RNAV route T-401 in the vicinity of Paynesville, CA. The amendment is described below.

T-401: T-401 extends between EXTRA, CA, Fix and MARRI, CA, Fix.

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 establishing RNAV route T-401 in the vicinity of Paynesville, CA, 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 5-6.5i, which categorically excludes from further environmental review the establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. 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), 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 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

Paragraph 6011 United States Area Navigation Routes.

* * * * *

T-401 EXTRA, CA to MARRI, CA [New]

| | | |
|-----------|-----|--|
| EXTRA, CA | FIX | (Lat. 36°19'39.06" N, long. 119°13'06.84" W) |
| ALTTA, CA | FIX | (Lat. 36°33'08.91" N, long. 119°19'36.45" W) |

NOHIT, CA
BNAKI, CA
UNDRR, CA
OVRRR, CA
MARRI, CA

WP
WP
WP
WP
FIX

(Lat. 37°08'36.00" N, long. 119°23'02.00" W)
(Lat. 37°53'25.61" N, long. 119°40'02.43" W)
(Lat. 38°05'31.13" N, long. 119°45'59.22" W)
(Lat. 38°32'14.57" N, long. 119°46'21.21" W)
(Lat. 38°45'47.21" N, long. 119°42'00.31" W)

* * * * *

Issued in Washington, DC, on January 2, 2024.

Frank Lias,

Manager, Airspace and Rules Group.

[FR Doc. 2024-00069 Filed 1-10-24; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2023-1528; Airspace
Docket No. 23-ASW-9]

RIN 2120-AA66

Amendment of VOR Federal Airways V-20, V-222, V-289, V-552, V-569 and V-574, and Establishment of United States Area Navigation (RNAV) Routes T-483 and T-485 in the Vicinity of Beaumont, TX

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Very High Frequency Omnidirectional Range (VOR) Federal airways V-20, V-222, V-289, V-552, V-569, and V-574, and establishes United States Area Navigation (RNAV) routes T-483 and T-485. The FAA is taking this action due to the planned decommissioning of the VOR portion of the Beaumont, TX (BPT), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Beaumont VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

DATES: Effective date 0901 UTC, March 21, 2024. The Director of the Federal Register approves this 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 7400.11H, Airspace Designations and Reporting Points, and

subsequent amendments can be viewed online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

FOR FURTHER INFORMATION CONTACT:

Colby Abbott, 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 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 notice of proposed rulemaking for Docket No. FAA-2023-1528 in the **Federal Register** (88 FR 44744; July 13, 2023), proposing to amend VOR Federal airways V-20, V-222, V-289, V-552, V-569, and V-574, and establish United States RNAV routes T-483 and T-485 due to the planned decommissioning of the VOR portion of the Beaumont, TX, VOR/DME NAVAID. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

Incorporation by Reference

VOR Federal airways are published in paragraph 6010(a) and United States Area Navigation Routes (T-routes) are published in paragraph 6011 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 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H 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 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This action amends 14 CFR part 71 by amending VOR Federal airways V-20, V-222, V-289, V-552, V-569, and V-574, and establishing RNAV routes T-483 and T-485. The ATS route amendments and establishments are due to the planned decommissioning of the VOR portion of the Beaumont, TX, VOR/DME. The ATS route actions are described below.

V-20: Prior to this final rule, V-20 extended between the Mc Allen, TX, VOR/DME and the Palacios, TX, VOR/Tactical Air Navigation (VORTAC); between the Beaumont, TX, VOR/DME and the Montgomery, AL, VORTAC; and between the Athens, GA, VOR/DME and the Richmond, VA, VORTAC. The airspace on the main airway above 14,000 feet MSL from Mc Allen to 49 miles northeast and the airspace within Mexico was excluded. The airway segment between the Beaumont VOR/DME and the Lake Charles, LA, VORTAC is removed. Additionally, the exclusion for the airspace on the main airway above 14,000 feet MSL from Mc Allen to 49 miles northeast is also removed as it has not been required since the V-20 south alternate airway was removed in 1994 and there is no operational requirement to retain it. Further, the exclusion for the airspace within Mexico is removed as the airway does not extend into Mexico's airspace. As amended, the airway now extends between the Mc Allen VOR/DME and the Palacios VORTAC, between the Lake Charles VORTAC and the Montgomery VORTAC, and between the Athens VOR/DME and the Richmond VORTAC.

V-222: Prior to this final rule, V-222 extended between the El Paso, TX, VORTAC and the intersection of the LaGrange, GA, VORTAC 048° and Rome, GA, VORTAC 166° radials (TIROE fix). The airway segment between the Humble, TX, VORTAC and