

To address the proposed modifications to the affected ATS routes, instrument flight rules (IFR) pilots flying in the high-altitude enroute structure may circumnavigate the affected area by using adjacent Jet Routes J-60, J-61, J-64, and J-162 or request air traffic control (ATC) radar vectors through the affected area. Additionally, IFR pilots operating aircraft equipped with area navigation (RNAV) capabilities in the high-altitude enroute structure could use RNAV route Q-178 or navigate point-to-point using the existing Fixes and waypoints (WP) that will remain in place to support continued operations through the affected area. IFR pilots operating aircraft equipped with RNAV capabilities in the low altitude enroute structure could also navigate point-to-point using the existing Fixes and WPs that will remain in place to support continued operations through the affected area. Visual flight rules pilots who elect to navigate via the affected VOR Federal Airway may also take advantage of the ATC services listed previously.

### The Proposal

The FAA is proposing to amend 14 CFR part 71 by amending Jet Route J-211 and revoking VOR Federal Airway V-41. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Youngstown, OH, VORTAC. The proposed ATS route actions are described below.

**J-211:** J-211 currently extends between the Youngstown, OH, VORTAC and the Westminster, MD, VORTAC. The FAA proposes to remove the airway segment between the Youngstown VORTAC and the Johnstown, PA, VOR/DME. Additionally, the route description is being reversed to reflect a south to north orientation consistent with odd numbered route description requirements. As amended, the route would be changed to extend between the Westminster VORTAC and the Johnstown VOR/DME.

**V-41:** V-41 currently extends between the intersection of the Briggs, OH, VOR/DME 077° and Youngstown, OH, VORTAC 177° radials (CUTTA Fix) and the Youngstown VORTAC. The FAA proposes to remove the airway in its entirety.

The NAVAID radials listed in the Jet Route J-211 description in the proposed regulatory text of this NPRM are unchanged and stated in degrees True north.

### 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 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:

### 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 2004 Jet Routes.*

\* \* \* \* \*

#### J-211 [Amended]

From Westminster, MD; INT Westminster 292° and Johnstown, PA, 130° radials; to Johnstown.

\* \* \* \* \*

*Paragraph 6010(a) Domestic VOR Federal Airways.*

\* \* \* \* \*

### V-41 [Removed]

\* \* \* \* \*

Issued in Washington, DC, on December 20, 2023.

**Frank Lias,**

*Manager, Rules and Regulations Group.*

[FR Doc. 2023–28513 Filed 12–26–23; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2023–2483; Airspace Docket No. 23–AGL–24]

**RIN 2120–AA66**

### Amendment of VOR Federal Airways V-48, V-52, V-216, and V-434, and Revocation of VOR Federal Airway V-206 in the Vicinity of Ottumwa, IA

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

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

**SUMMARY:** This action proposes to amend Very High Frequency Omnidirectional Range (VOR) Federal Airways V-48, V-52, V-216, and V-434, and revoke VOR Federal Airway V-206. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Ottumwa, IA (OTM), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Ottumwa VOR is being decommissioned in support of the FAA’s VOR Minimum Operational Network (MON) program.

**DATES:** Comments must be received on or before February 12, 2024.

**ADDRESSES:** Send comments identified by FAA Docket No. FAA–2023–2483 and Airspace Docket No. 23–AGL–24 using any of the following methods:

\* *Federal eRulemaking Portal:* Go to [www.regulations.gov](http://www.regulations.gov) and follow the online instructions for sending your comments electronically.

\* *Mail:* Send comments to Docket Operations, M-30; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, West Building Ground Floor, Washington, DC 20590-0001.

\* *Hand Delivery or Courier:* Take comments to Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

\* *Fax:* Fax comments to Docket Operations at (202) 493-2251.

**Docket:** Background documents or comments received may be read at [www.regulations.gov](http://www.regulations.gov) at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://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 would modify the National Airspace System (NAS) as necessary to preserve the safe and efficient flow of air traffic.

##### **Comments Invited**

The FAA invites interested persons to participate in this rulemaking by submitting written comments, data, or views. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should submit only one time if comments are filed electronically, or commenters should send only one copy of written

comments if comments are filed in writing.

The FAA will file in the docket all comments it receives, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, the FAA will consider all comments it receives on or before the closing date for comments. The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. The FAA may change this proposal in light of the comments it receives.

**Privacy:** In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to [www.regulations.gov](http://www.regulations.gov), as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at [www.dot.gov/privacy](http://www.dot.gov/privacy).

##### **Availability of Rulemaking Documents**

An electronic copy of this document may be downloaded through the internet at [www.regulations.gov](http://www.regulations.gov). Recently published rulemaking documents can also be accessed through the FAA's web page at [www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](http://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 Operations office (see **ADDRESSES** section for address, phone number, and hours of operations). An informal docket may also be examined during normal business hours at the office of the Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177.

##### **Incorporation by Reference**

VOR Federal airways are published in paragraph 6010(a) 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 proposes to amend the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. These updates would be published in the next update to FAA Order JO 7400.11. That order is publicly available as listed in the **ADDRESSES** section of this document.

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

##### **Background**

The FAA is planning to decommission the Ottumwa, IA, VOR in September 2024. The Ottumwa VOR was one of the candidate VORs identified for discontinuance by the FAA's VOR MON program and listed in the final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** on July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082.

Although the VOR portion of the Ottumwa, IA, VOR/DME is planned for decommissioning, the co-located Distance Measuring Equipment (DME) will be retained to support current and future Area Navigation (RNAV) procedure requirements.

The VOR Federal Airways affected by the Ottumwa VOR decommissioning are V-48, V-52, V-206, V-216, and V-434. With the planned decommissioning of the Ottumwa VOR, the remaining ground-based NAVAID coverage in the area is insufficient to enable the continuity of the affected airways. As such, proposed modifications to V-48, V-52, and V-434 would result in the airways being shortened; to V-216 would result in an existing gap in the airway being expanded; and to V-206 would result in the airway being revoked.

To address the proposed modifications to the affected VOR Federal Airways, instrument flight rules (IFR) pilots may circumnavigate the affected area by using adjacent VOR Federal Airways V-6, V-8, V-10, V-67, and V-175 or request air traffic control (ATC) radar vectors through the affected area. Additionally, IFR pilots operating aircraft equipped with RNAV capabilities could navigate point-to-point using the existing Fixes and waypoints (WP) that will remain in place to support continued operations or use RNAV routes T-251 or T-397 though the affected area. Visual flight rules pilots who elect to navigate via the affected VOR Federal Airways may also take advantage of the ATC services listed previously.

##### **The Proposal**

The FAA is proposing to amend 14 CFR part 71 to amend VOR Federal Airways V-48, V-52, V-216, and V-434, and revoke VOR Federal Airway V-206. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Ottumwa, IA,

VOR/DME. The proposed airway actions are described below.

**V-48:** V-48 currently extends between the Ottumwa, IA, VOR/DME and the Pontiac, IL, VOR/DME. The FAA proposes to remove the airway segment between the Ottumwa VOR/DME and the Burlington, IA, VOR/DME. As amended, the airway would be changed to extend between the Burlington VOR/DME and the Pontiac VOR/DME.

**V-52:** V-52 currently extends between the Des Moines, IA, VOR/Tactical Air Navigation (VORTAC) and the Ottumwa, IA, VOR/DME; and between the St. Louis, MO, VORTAC and the Pocket City, IN, VORTAC. The FAA proposes to remove the airway segment between the Des Moines VORTAC and the Ottumwa VOR/DME. As amended, the airway would be changed to extend between the St. Louis VORTAC and the Pocket City VORTAC.

**V-206:** V-206 currently extends between the Napoleon, MO, VORTAC and the Ottumwa, IA, VOR/DME. The FAA proposes to remove the airway segment between the Kirksville, MO, VORTAC and the Ottumwa VOR/DME due to the planned decommissioning of the VOR portion of the Ottumwa VOR/DME. Additionally, the FAA proposes to also remove the airway segment between the Napoleon VORTAC and the Kirksville VORTAC due to that airway segment overlapping V-10 which will remain charted and provide navigational guidance between the two NAVAIDs. As amended, the airway would be revoked in its entirety.

**V-216:** V-216 currently extends between the Lamar, CO, VOR/DME and the Mankato, KS, VORTAC; and between the Lamoni, IA, VOR/DME and the Janesville, WI, VOR/DME. The FAA proposes to remove the airway segment between the Lamoni VOR/DME and the Iowa City, IA, VOR/DME. As amended, the airway would be changed to extend between the Lamar VOR/DME and the Mankato VORTAC and between the Iowa City VOR/DME and the Janesville VOR/DME.

**V-434:** V-434 currently extends between the Ottumwa, IA, VOR/DME and the Brickyard, IN, VORTAC. The FAA proposes to remove the airway segment between the Ottumwa VOR/DME and the Moline, IL, VOR/DME. As amended, the airway would be changed to extend between the Moline VOR/DME and the Brickyard VORTAC.

The NAVAID radials listed in the VOR Federal Airway descriptions in the proposed regulatory text of this NPRM are unchanged and stated in degrees True north.

## 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 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:

## 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 6010(a) Domestic VOR Federal Airways.*

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### V-48 [Amended]

From Burlington, IA; Peoria, IL; to Pontiac, IL.

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### V-52 [Amended]

From St Louis, MO; Troy, IL; INT Troy 099° and Pocket City, IN, 311° radials; to Pocket City.

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### V-206 [Removed]

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### V-216 [Amended]

From Lamar, CO; Hill City, KS; to Mankato, KS. From Iowa City, IA; INT Iowa City 062° and Janesville, WI, 240° radials; to Janesville.

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### V-434 [Amended]

From Moline, IL; Peoria, IL; Champaign, IL; to Brickyard, IN.

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Issued in Washington, DC, on December 19, 2023.

**Frank Lias,**

*Manager, Rules and Regulations Group.*

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## DEPARTMENT OF ENERGY

## Federal Energy Regulatory Commission

### 18 CFR Part 33

[Docket No. AD24–6–000]

## Federal Power Act Section 203 Blanket Authorizations for Investment Companies

**AGENCY:** Federal Energy Regulatory Commission.

**ACTION:** Notice of inquiry.

**SUMMARY:** The Federal Energy Regulatory Commission (Commission) seeks comment on whether, and if so, how, the Commission should revise its policy on providing blanket authorizations for investment companies under the Federal Power Act. The Commission also seeks comment on what constitutes control of a public utility in evaluating holding companies’, including investment companies’, requests for blanket authorization and what factors it should consider when evaluating control over public utilities as part of a request for blanket authorization.

**DATES:** Initial comments are due March 26, 2024 and reply comments are due April 25, 2024.

**ADDRESSES:** Comments, identified by docket number, may be filed in the following ways. Electronic filing through <http://www.ferc.gov>, is preferred.

- **Electronic Filing:** Documents must be filed in acceptable native