

of Q-81 by between one nautical mile (NM) and 10.5 NM to the west of its current path. This change would assist with traffic flow, conflict avoidance, and prevent excessive coordination for air traffic controllers. In addition, the FAA proposes to remove the following WPs from the legal description of Q-81: MGNTY, FL; BITNY, OG; SNAPY, FL; and IPOKE, GA. Because they do not denote a route turn point, these WPs are not required to be included in the Q-81 legal description. However, these points will continue to be depicted on the IFR En Route charts because they are used for air traffic control purposes. The proposed full route description of Q-81 is set out in the amendments to part 71 below.

The abbreviation “OG” is used in place of a state abbreviation for the FIPES, PIKKR, and BITNY WPs. OG means “Offshore Gulf of Mexico” indicating that those points overlie international waters.

This action also proposes to remove portions of Canadian RNAV route Q-947.

Q-947: Segments of Q-947 extend from the REVEN, Canada, WP; to the TOPPS, ME, WP; to the CUZWA, ME, WP; then back into Canada at the DUVOK, Canada, WP. NavCanada requested that these segments be removed due to potential conflicts with aircraft departures from Halifax, Nova Scotia (YHZ).

United States Area Navigation Routes are published in paragraph 2006 and

Canadian Area Navigation Routes are published in paragraph 2007 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. RNAV routes listed in this document would be subsequently published in and removed from FAA Order JO 7400.11.

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

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 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 2006 United States Area Navigation Routes.*

\* \* \* \* \*

#### Q-81 TUNSL, FL TO HONID, GA [AMENDED]

TUNSL, FL	WP	(Lat. 24°54′02.43″ N, long. 081°31′02.80″ W)
KARTR, FL	FIX	(Lat. 25°29′45.76″ N, long. 081°30′46.24″ W)
FIPES, OG	WP	(Lat. 25°41′30.15″ N, long. 081°37′13.79″ W)
ZEILR, FL	WP	(Lat. 26°38′13.17″ N, long. 082°22′27.71″ W)
PIKKR, OG	WP	(Lat. 26°56′24.43″ N, long. 082°41′25.28″ W)
FARLU, FL	WP	(Lat. 27°45′32.56″ N, long. 082°50′43.77″ W)
ENDEW, FL	WP	(Lat. 28°18′01.73″ N, long. 082°55′56.70″ W)
NICKI, FL	WP	(Lat. 29°15′20.19″ N, long. 083°20′31.80″ W)
BULZI, FL	WP	(Lat. 30°22′24.93″ N, long. 084°04′34.47″ W)
HONID, GA	WP	(Lat. 31°38′50.31″ N, long. 084°23′42.60″ W)

\* \* \* \* \*

*Paragraph 2007 Canadian Area Navigation Routes.*

\* \* \* \* \*

#### Q-947 [Remove]

\* \* \* \* \*

Issued in Washington, DC, on July 6, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022–14779 Filed 7–12–22; 8:45 am]

**BILLING CODE 4910–13–P**

#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2022–0827; Airspace Docket No. 21–AEA–12]

**RIN 2120–AA66**

#### Proposed Amendment and Revocation of Air Traffic Service (ATS) Routes; Eastern United States

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

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

**SUMMARY:** This action proposes to amend four jet routes and remove eight jet routes in the eastern United States. This action is associated with the Northeast Corridor Atlantic Coast Route Project and supports the VHF Omnidirectional Range (VOR) Minimum Operational Network (MON) to improve the efficiency of the National Airspace System (NAS) and reduce dependency on ground-based navigational systems.

**DATES:** Comments must be received on or before August 12, 2022.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590; telephone: (800) 647-5527, or (202) 366-9826. You must identify FAA Docket No. FAA-2022-0827; Airspace Docket No. 21-AEA-12 at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>. FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/). For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, 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 route structure as necessary to preserve the safe and efficient flow of air traffic within the NAS.

##### **Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify both docket numbers (FAA Docket No. FAA-

2022-0827; Airspace Docket No. 21-AEA-12) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the internet at <https://www.regulations.gov>.

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to FAA Docket No. FAA-2022-0827; Airspace Docket No. 21-AEA-12." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified comment closing date will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the comment closing date. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

##### **Availability of NPRMs**

An electronic copy of this document may be downloaded through the internet at <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://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 Office (see **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

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

This document proposes to amend 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 Proposal**

The FAA is proposing an amendment to 14 CFR part 71 to amend four jet routes and remove eight jet routes in the eastern United States. This action is associated with the Northeast Corridor Atlantic Coast Route Project, and supports the VOR MON Program. Additionally, the proposed jet route changes would reduce aeronautical chart clutter by removing unneeded route segments.

The proposed route changes are as follows:

**J-14:** J-14 extends from Panhandle, TX to Vulcan, AL; and From Greensboro, NC to Patuxent, MD. The FAA proposes to remove the segments from Greensboro, NC, to Patuxent, MD. This supports the decommissioning of the Patuxent, MD, (PXT) VHF Omnidirectional Range and Tactical Air Navigational System (VORTAC). Existing RNAV Q routes Q-22 and Q-60 partially overlay this segment.

**J-24:** J-24 extends from Myton, UT, to Hayden, CO; and From Hugo, CO, to Harcum, VA. The FAA proposes to remove the segment from Flat Rock, VA, to Harcum, VA. This segment of the route is no longer used by air traffic control (ATC). Other Performance Based Navigation (PBN) structure is being implemented to reflect current traffic flows in the area. As amended, J-24 would extend from Myton, UT, to Hayden, CO; and From Hugo, CO, to Montebello, VA.

**J-52:** J-52 extends from Vancouver, BC, Canada, to Vulcan, AL; and From the intersection of the Columbia, SC, 042°, and the Flat Rock, VA, 212° radials to Richmond, VA. The FAA proposes to remove the segments between the Bigbee, MS, and Vulcan, AL; and the segments between the intersection of the Columbia, SC, and Flat Rock, VA, radials and Richmond, VA. RNAV routes Q-87, Q-99, and Q-122 will be extended to replace the segments of J-52. As amended, J-52 would extend from Vancouver, BC, Canada, to Sidon, MS.

**J-68:** J-68 extends from Gopher, MN, to Flint, MI; and From Hancock, NY, to Nantucket, MA. The FAA proposes to remove the segments from Hancock, NY to Nantucket, MA. These segments are no longer used by ATC. Other PBN route structure will be implemented to reflect current air traffic flows in the area. As amended, J-68 would extend from Gopher, MN, to Flint, MI.

**J-165:** J-165 extends from the intersection of the Charleston, SC 025° and the Florence, SC 085° radials to

Richmond, VA. The route would be cancelled in its entirety. RNAV route Q-99 will be extended as a partial overlay and replacement of J-165.

**J-207:** J-207 extends from Florence, SC, to Franklin, VA. J-207 would be removed in its entirety. RNAV route Q-87 will be extended as a substitute for J-207.

**J-506:** J-506 extends from Millinocket, ME to the intersection of the St John, NB, 267° radial and the United States/Canadian border. The FAA proposes to remove J-506 in its entirety. This route is no longer used by ATC. Currently, RNAV routes Q-947 and Q-806 exist in this area.

**J-561:** J-561 extends from Presque Isle, ME, to Mont Joli, PQ, Canada. This route is no longer used by ATC. The FAA proposes to remove the route in its entirety.

**J-563:** J-563 extends from Albany, NY, to Sherbrook, PQ, Canada. This route is no longer used by ATC. The Sherbrooke, PQ, Canada, (YSC) VHF Omnidirectional Range (VOR) has been decommissioned by NavCanada. This action proposes to remove the route in its entirety.

**J-573:** J-573 extends from Kennebunk, ME, to St John, NB, Canada. The route is no longer used by ATC. The FAA proposes to remove J-573 in its entirety.

**J-582:** J-582 extends from Presque Isle, ME to Sept Isle, PQ, Canada. The route is no longer used by ATC. This action proposes to remove the route in its entirety.

**J-585:** J-585 extends from Nantucket, MA, to Yarmouth, NS, Canada. This route is no longer used by ATC. The FAA proposes to remove the route in its entirety.

Jet routes are published in paragraph 2004 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 jet routes listed in this document would be subsequently amended in, or removed, respectively, from FAA Order JO 7400.11

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 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 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 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 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 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

#### Paragraph 2004 Jet Routes

\* \* \* \* \*

#### J-14 [Amended]

From: Panhandle, TX via Will Rogers, OK; Little Rock, AR; to Vulcan, AL.

\* \* \* \* \*

#### J-24 [Amended]

From Myton, UT, to Hayden, CO. From Hugo, CO, Hays, KS; via Salina, KS; Kansas City, MO; St. Louis, MO; Brickyard, IN; Falmouth, KY; Charleston, WV; to Montebello, VA.

\* \* \* \* \*

#### J-52 [Amended]

From Vancouver, BC, Canada; via Spokane, WA; Salmon, ID; Dubois, ID; Rock Springs,

WY; Falcon, CO; Hugo, CO; Lamar, CO; Liberal, KS; INT Liberal 137° and Ardmore, OK, 309° radials; Ardmore; Texarkana, AR; to Sidon, MS.

\* \* \* \* \*

#### J-68 [Amended]

From Gopher, MN, INT Gopher 109° and Dells, WI, 310° radials; Dells; Badger, WI; INT Badger 086° and Flint, MI, 278° radials; to Flint.

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#### J-165 [Removed]

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#### J-207 [Removed]

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#### J-506 [Removed]

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#### J-561 [Removed]

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#### J-563 [Removed]

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#### J-573 [Removed]

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#### J-582 [Removed]

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#### J-585 [Removed]

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Issued in Washington, DC, on July 6, 2022.

**Scott M. Rosenbloom,**

*Manager, Airspace Rules and Regulations.*

[FR Doc. 2022–14778 Filed 7–12–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2022–0823; Airspace  
Docket No. 21–AEA–23]

RIN 2120–AA66

### Proposed Revocation of VOR Federal Airways in the Eastern United States

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

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

**SUMMARY:** This action proposes to remove VOR Federal Airways V–31, V–146, V–447, and V–475 in support of the FAA’s VOR Minimum Operation Network (MON) Program.

**DATES:** Comments must be received on or before August 12, 2022.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building