

be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Related Information

For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, Large Aircraft Section, FAA, International Validation Branch, 2200 South 216th St., Des Moines, WA 98198; telephone 206-231-3226; email Tom.Rodriguez@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) Emergency AD 2022-0068-E, dated April 14, 2022.

(ii) [Reserved]

(3) For EASA Emergency AD 2022-0068-E, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fr.inspection@nara.gov, or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on April 21, 2022.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-10459 Filed 5-11-22; 11:15 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2021-0919; Airspace Docket No. 21-ASO-32]

RIN 2120-AA66

Amendment of United States Area Navigation (RNAV) Route T-215 and Establishment of RNAV Route T-408; Central United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends United States Area Navigation (RNAV) route T-215 in the central United States due to the decommissioning of the Holston Mountain, TN, (HNV) VHF Omnidirectional Range Tactical Air Navigation (VORTAC), and the Hazard, KY, (AZQ) Distance Measuring Equipment (DME) in support of the VHF Omnidirectional Range (VOR) Minimum Operational Network (MON) program. Additionally, this action extends T-215 to the north and south of its current limits to expand the availability of RNAV in the National Airspace System (NAS). This action also establishes T-408 that was proposed previously in a separate docket action.

DATES: Effective date 0901 UTC, July 14, 2022. 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: 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/.

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 modifies the route structure as necessary to preserve the safe and efficient flow of air traffic within the NAS.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA-2021-0919, in the **Federal Register** (86 FR 61722; November 8, 2021), amending T-215. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. One comment was received that did not pertain to the proposal.

United States RNAV T-routes are published in paragraph 6011 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 RNAV routes listed in this document will be subsequently published in FAA Order JO 7400.11.

Availability and Summary of Documents for Incorporation by Reference

This document amends 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.

Difference From the NPRM

The FAA is adding the establishment of a new route, designated T-408, to this docket action. The establishment of T-408 was proposed in the **Federal Register** under Docket No. FAA-2021-0991 (86 FR 67373; November 26, 2021). No comments were received in response to the NPRM. However, the required documentation for T-408 was delayed and could not be completed in time to meet the planned chart date for Docket No. FAA-2021-0991. Therefore, T-408 is being added to this final rule.

The Rule

This action amends 14 CFR part 71 by amending RNAV route T-215 by extending the route further to the north and southeast in the central United

States. This action is necessary due to the planned decommissioning of the Holston Mountain, TN, (HNV) VORTAC, and the Hazard, KY, (AZQ) DME. Additionally, this action adds the establishment of T-408, previously proposed as described above, to this docket action.

T-215: T-215 currently extends between the Holston Mountain, TN, VORTAC, and the GAMKE, IN, waypoint (WP). This amendment includes replacing the Holston Mountain, TN, VORTAC with the HORAL, TN, WP, and replacing the Hazard, KY, DME with the DACEL, KY, WP. The route is extended south of the HORAL WP to the BURGG, SC, WP. Additionally, the route is extended to the north of the GAMKE, IN, WP ending at the CPTON, IL, WP, which is approximately 15 nautical miles east of the Bradford, IL, (BDF) VORTAC. The HILTO, VA, FIX; FLENNR, VA, WP; and RISTE, KY, WP, are not needed for defining the track of T-215 so they are removed from the route legal description. In addition, the HUGEN, KY, FIX is removed from the route because it does not denote a route turn point. Because a VOR is not a required component for navigating on T-215, removal of the Holston Mountain VORTAC does not affect the alignment or navigation along T-215. As amended, T-215 extends between the BURGG, SC, WP, and the CPTON, IL, WP.

T-408: T-408 is a new route that extends between the NOKIE, GA, WP (replacing the Macon, GA, (MCN) VORTAC), eastward to the TBERT, GA, WP (replacing the Savannah, GA, (SAV) VORTAC). T-408 overlies VOR Federal airway V-154 between the Macon VORTAC, and the Savannah VORTAC. This route expands the availability of RNAV routing in the NAS.

The full route legal descriptions are listed in “The Amendment” section, below.

These changes expand the availability of RNAV to reduce the NAS dependency on ground based navigational systems and assist with the

transition to a more efficient Performance Based Navigation route structure.

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 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 action of amending RNAV route T-215, and establishing T-408, in support of efforts transitioning the NAS from ground-based to satellite-based navigation, 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 5-6.5b, which categorically excludes from further environmental impact review “Actions regarding establishment of jet routes and Federal airways (see 14 CFR 71.15, *Designation of jet routes and VOR Federal airways*) . . .”. 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 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

Paragraph 6011 United States Area Navigation Routes.

* * * * *

T-215 BURGG, SC to CPTON, IL [Amended]

BURGG, SC	WP	(Lat. 35°02'00.55" N, long. 081°55'36.86" W)
GENOD, NC	FIX	(Lat. 35°33'06.04" N, long. 081°56'57.05" W)
HORAL, TN	WP	(Lat. 36°26'13.99" N, long. 082°07'46.48" W)
DACEL, KY	WP	(Lat. 37°23'10.68" N, long. 083°14'52.13" W)
Lexington, KY (HYK)	VOR/DME	(Lat. 37°57'58.86" N, long. 084°28'21.06" W)
GAMKE, IN	WP	(Lat. 38°46'12.99" N, long. 085°14'35.37" W)
MILAN, IN	WP	(Lat. 39°21'21.98" N, long. 085°19'00.63" W)
DEEKS, IN	WP	(Lat. 40°12'38.37" N, long. 085°58'05.38" W)
BONNOY, IN	FIX	(Lat. 40°30'24.11" N, long. 086°01'16.88" W)
CLEFT, IN	WP	(Lat. 41°04'51.95" N, long. 086°02'29.28" W)
MAPPs, IN	WP	(Lat. 41°10'53.94" N, long. 086°56'32.63" W)
CPTON, IL	WP	(Lat. 41°06'51.57" N, long. 089°11'58.93" W)

* * * * *

T-408 NOKIE, GA to TBERT, GA [New]

NOKIE, GA	WP	(Lat. 32°41'28.86" N, long. 083°38'49.88" W)
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GUMPY, GA
 LOTTS, GA
 TBERT, GA

WP
 FIX
 WP

(Lat. 32°33'48.15" N, long. 082°49'48.76" W)
 (Lat. 32°20'11.64" N, long. 081°51'18.42" W)
 (Lat. 32°08'46.76" N, long. 081°11'57.44" W)

* * * * *

Issued in Washington, DC, on May 9, 2022.

Scott M. Rosenbloom,

Manager, Airspace Rules and Regulations.

[FR Doc. 2022–10316 Filed 5–12–22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2021–0991; Airspace
 Docket No. 21–ASO–7]

RIN 2120–AA66

Amendment and Establishment of Area Navigation (RNAV) Routes; Eastern United States

AGENCY: Federal Aviation
 Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends 3 low altitude United States Area Navigation (RNAV) routes, designated T–224, T–258, T–323, and establishes 9 new low altitude RNAV routes, designated T–404, T–406, T–410, T–412, T–414, T–423, T–425, T–427, and T–429, in the eastern United States. The routes enhance the efficiency of the National Airspace System (NAS) by expanding the availability of RNAV routing and supporting the transition of the NAS from ground-based to satellite-based navigation, under the VHF Omnidirectional Range (VOR) Minimum Operational Network (MON) program.

DATES: Effective date 0901 UTC, July 14, 2022. 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: 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/. 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 modifies the route structure as necessary to preserve the safe and efficient flow of air traffic within the NAS.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2021–0991, in the **Federal Register** (86 FR 67373; November 26, 2021), amending 3, and establishing 10 low altitude RNAV routes in the eastern United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

United States RNAV are published in paragraph 6011 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 RNAV routes listed in this document would be subsequently published in FAA Order JO 7400.11.

Differences From the NPRM

The description of T–323 in the regulatory text of the NPRM differed from that contained in the preamble text. A number of points were inadvertently omitted from the route description and four points were incorrectly stated as removed from the route. Specifically, the LRSEY, GA, waypoint (WP) was not stated as added in the preamble discussion, but it was included in the regulatory text. The preamble incorrectly stated that the following four WPs would be removed from the route: BOBBR, GA; BIGNN, GA; ZADOT, TN; and WELLA, KY. However, as an unintended consequence, this would result in a higher minimum enroute altitude requirement for segments of the route,

which would adversely affect efficiency. Therefore, these points are reinserted in the description of T–323 as described below.

The NPRM also proposed to establish T–408 to extend between the NOKIE, GA, WP, and the TBERT, SC WP. The FAA has decided to delay the implementation of T–408 until a later date, therefore T–408 is removed from this action.

Availability and Summary of Documents for Incorporation by Reference

This document amends 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 Rule

This action amends 14 CFR part 71 by amending 3 low altitude RNAV routes, designated T–224, T–258, T–323, and establishing 9 new RNAV routes, designated T–404, T–406, T–410, T–412, T–414, T–423, T–425, T–427, and T–429, in the eastern United States. The purpose of the routes is to expand the availability of RNAV and improve the efficiency of the NAS by supporting the transition of the NAS from ground-based to satellite-based navigation, under the VOR MON program. The following is a general description of the proposed routes.

T–224: T–224 currently extends between the Palacios, TX, (PSX) VOR and Tactical Air Navigational System (VORTAC), and the Lake Charles, LA, (LCH) VORTAC. This amendment extends T–224 to the northeast to a new end point at the existing COLIN, VA, FIX. The amended route generally overlies VOR Federal airway V–20 between the Lake Charles VORTAC and the COLIN, VA, FIX. Due to the planned decommissioning of various VORs under the VOR MON Program, the following WPs are used in the T–224 description in place of the VORs. The SHWNN, TX, WP replaces the Beaumont, TX (BPT) VOR/Distance Measuring Equipment (DME). The Lake Charles VORTAC is replaced by the KNZLY, LA, WP. The DAFLY, LA, WP replaces the Lafayette, LA, (LFT) VORTAC. The KJAAY, LA, WP replaces the Reserve, LA, (RQR) VOR/DME. The