

Kennedy, NY (JFK)	VOR/DME	(Lat. 40°37'58.40" N, long. 073°46'17.00" W)
KEEPM, NY	FIX	(Lat. 40°50'14.77" N, long. 073°32'42.58" W)
TRANZ, NY	FIX	(Lat. 40°51'31.95" N, long. 073°22'30.80" W)
PUGGS, NY	WP	(Lat. 40°56'27.65" N, long. 073°13'47.73" W)
EEGOR, CT	WP	(Lat. 41°09'38.94" N, long. 073°07'27.66" W)
Hartford, CT (HFD)	VOR/DME	(Lat. 41°38'27.98" N, long. 072°32'50.70" W)
DVANY, CT	FIX	(Lat. 41°51'44.56" N, long. 072°18'11.25" W)
Gardner, MA (GDM)	VOR/DME	(Lat. 42°32'45.32" N, long. 072°03'29.48" W)
KEYNN, NH	WP	(Lat. 42°47'39.99" N, long. 072°17'30.35" W)
EBERT, VT	WP	(Lat. 43°32'58.08" N, long. 072°45'42.43" W)
Burlington, VT (BTV)	VOR/DME	(Lat. 44°23'49.58" N, long. 073°10'57.49" W)

\* \* \* \* \*

Issued in Washington, DC, on March 11, 2025.

**Brian Eric Konie,**

*Manager (A), Rules and Regulations Group.*

[FR Doc. 2025–04400 Filed 3–19–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2024–2268; Airspace  
Docket No. 24–AAL–95]

**RIN 2120–AA66**

#### Revocation of Alaskan Very High Frequency Omnidirectional Range Federal Airway V–447 and Jet Route J–155 and Amendment of Jet Route J–115 in Alaska

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

**ACTION:** Final rule.

**SUMMARY:** This action revokes Alaskan Very High Frequency Omnidirectional Range (VOR) Federal Airway V–447 and Jet Route J–155 and amends Jet Route J–115 in Alaska. These actions are due to the decommissioning of the Chandalar Lake Nondirectional Radio Beacon (NDB) in Alaska.

**DATES:** Effective date 0901 UTC, June 12, 2025. 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](http://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/publications/](http://www.faa.gov/air_traffic/publications/). You may also contact the

Rules and Regulations Group, Policy Directorate, 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 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–2024–2268 in the **Federal Register** (89 FR 80157; October 2, 2024), to revoke Alaskan VOR Federal Airways V–447 and Jet Route J–155 and amend Jet Route J–115 in Alaska. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

##### Incorporation by Reference

Alaskan VOR Federal Airways are published in paragraph 6010 and Jet Routes are published in paragraph 2004 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

This action amends 14 CFR part 71 to revoke Alaskan (VOR) Federal Airway V–447 and Jet Route J–155 and amend Jet Route J–115 in Alaska. These proposed actions are due to the decommissioning of the Chandalar Lake NDB in Alaska.

**V–447:** This action revokes V–447 in its entirety.

**J–155:** This action revokes J–155 in its entirety.

**J–115:** As amended, Jet Route J–115 extends between the Shemya, AK, NDB via the Mount Moffett, AK, NDB, Dutch Harbor, AK, NDB, Cold Bay, AK, VORTAC, King Salmon, AK, VORTAC, the intersection of the King Salmon 053° and Kenai, AK, VOR/DME 239° radials, Kenai, AK, VOR/DME, Anchorage, AK, VOR/DME, Big Lake, AK, VORTAC; to Fairbanks, AK, VORTAC.

##### 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 action of revoking Federal Airway V–447 and Jet Route J–155, and amending Jet Route J–115 in 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 impact 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. 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 6010(b) Alaskan VOR Federal Airways.

\* \* \* \* \*

#### V–447 [Removed]

\* \* \* \* \*

#### Paragraph 2004 Jet Routes.

\* \* \* \* \*

#### J–155 [Removed]

\* \* \* \* \*

#### J–115 [Amended]

From Shemya, AK, NDB; Mount Moffett, AK, NDB; Dutch Harbor, AK, NDB; Cold Bay, AK; King Salmon, AK; INT King Salmon 053° and Kenai, AK, 239° radials; Kenai, AK; Anchorage, AK; Big Lake, AK; to Fairbanks, AK.

\* \* \* \* \*

Issued in Washington, DC, on March 6, 2025.

**Brian Eric Konie,**

*Manager (A), Rules and Regulations Group.*

[FR Doc. 2025–03932 Filed 3–19–25; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2024–2710; Airspace Docket No. 24–ASO–36]

RIN 2120–AA66

#### Establishment of Class E Airspace; Sunbury, NC

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes Class E airspace extending upward from 700 feet above the surface for Sunbury Fire Department Heliport, Sunbury, NC, by adding airspace for the heliport, which accommodates new area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures serving the heliport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at this heliport.

**DATES:** Effective 0901 UTC, June 12, 2025. 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](http://www.regulations.gov) using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours a day, 365 days a year.

FAA Order JO 7400.11J, Airspace Designations, and Reporting Points, as well as subsequent amendments, can be viewed online at [www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). For further information, you can contact the Rules and Regulations Group, Policy Directorate, Federal Aviation Administration, 600 Independence Avenue SW, Washington, DC 20597; telephone: (202) 267–8783.

#### FOR FURTHER INFORMATION CONTACT:

Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; telephone: (404) 305–5589.

#### 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 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 establishes Class E airspace extending upward from 700 feet above the surface at Sunbury Fire Department Heliport, Sunbury, NC.

##### History

The FAA published a notice of proposed rulemaking for Docket No. FAA 2024–2710 in the **Federal Register** (90 FR 4682; January 16, 2025), proposing to establish Class E airspace extending upward from 700 feet above the surface for Sunbury Fire Department Heliport, Sunbury, NC. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received in favor of the proposal. The commenter articulated the improved safety of flight related to the establishment of this airspace. The commenter also expressed that this airspace would improve the accessibility of medevac helicopter operations for this community,