

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. This amendment 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 removing VOR Federal airway V-314 in Maine. This action is necessary because NAV CANADA has cancelled the connecting route segments in Canada. As a result, only a short segment of V-314, extending between the Millinocket, ME (MLT), VOR/Distance Measuring Equipment (VOR/DME) and the United States-Canadian border remains. The FAA determined that the remaining route is not required for navigation or ATC purposes.

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 removing VOR Federal airway V-314 in Maine 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 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 part 71 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.

* * * * *

V-314 [Removed]

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

Karen L. Chiodini,

Acting Manager, Airspace Rules and Regulations Group.

[FR Doc. 2023–20611 Filed 9–22–23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–0687; Airspace Docket No. 22–AEA–16]

RIN 2120–AA66

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes four low altitude United States Area Navigation (RNAV) routes (T-routes) in support of the Very High Frequency (VHF) Omnidirectional Range (VOR) Minimum Operational Network (MON) Program. The purpose is to expand the availability of the enroute structure and provide additional RNAV routing within the National Airspace System (NAS) in support of transitioning it from ground-based to satellite-based navigation.

DATES: Effective date 0901 UTC, November 30, 2023. 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: Brian Vidis, 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 will expand the availability of RNAV routing in the eastern United States and improve the efficient flow of air traffic within the NAS by lessening the dependency on ground-based navigation.

History

The FAA published a NPRM for Docket No. FAA–2023–0687 in the **Federal Register** (88 FR 21135; April 10, 2023), proposing to establish 4 low-altitude RNAV routes in support of transitioning the NAS from a ground-based to a satellite-based navigation. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Differences From the NPRM

Subsequent to the NPRM, Air Traffic Control (ATC) requested to replace the Roanoke, VA (ROA), VOR/Distance Measuring Equipment (VOR/DME) route point with the DBRAH, VA, waypoint (WP) in new route T–479. The DBRAH, VA, WP is located approximately 320 feet southeast of the Roanoke, VA (ROA), VOR/DME and would not substantively alter the proposed route. Therefore, this action includes DBRAH, VA, WP in new route T–479 instead of the Roanoke, VA (ROA), VOR/DME route point.

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 4 low-altitude RNAV T-routes in the eastern United States to support the VOR MON Program and the transition of the NAS from ground-based navigation to satellite-based navigation. The routes are described below.

T–447: T–447 is a new route that extends between the Smyrna, DE (ENO), VOR/Tactical Air Navigation (VORTAC) and the DLMAR, PA, WP. The route overlays RNAV route T–356 between the APEER, MD, WP and the FOLEZ, PA, WP; VOR Federal airway V–408 between the Pottstown, PA (PTW), VORTAC and the East Texas, PA (ETX), VOR/DME; and VOR Federal airway V–164 between the East Texas, PA (ETX), VOR/DME and the Stonyfork, PA (SFK), VOR/DME.

T–449: T–449 is a new route that extends between the KITHE, PA, Fix and the Binghamton, NY (CFB), VOR/DME. The route overlays VOR Federal airway V–499.

T–460: T–460 is a new route that extends between the Philipsburg, PA (PSB), VORTAC and the GLYDE, MA, Fix. The route overlays VOR Federal airway V–576 between the Philipsburg, PA (PSB), VORTAC and the Hancock, NY (HNC), VOR/DME, and VOR Federal airway V–292 between the Hancock, NY (HNC), VOR/DME and the GLYDE, MA, Fix.

T–479: T–479 is a new route that extends between the DNVIL, VA, WP and the Elkins, WV (EKN), VORTAC. The route overlays VOR Federal airway V–258 between the DNVIL, VA, WP that is being established 0.4 nautical miles southeast of the Danville, VA (DAN), VOR and the DBRAH, VA, WP; and VOR Federal airway V–103 between the DBRAH, VA, WP and the Elkins, WV (EKN), 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 establishing RNAV routes T–447, T–449, T–460, and T–479 in the eastern United States, to provide additional RNAV routing within the NAS in support of transitioning it 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 airspace action is not expected to cause 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.

Lists 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.

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T-447 Smyrna, DE (ENO) to DLMAR, PA [New]

Smyrna, DE (ENO)	VORTAC	(Lat. 39°13'53.93" N, long. 075°30'57.49" W)
CHAZR, DE	WP	(Lat. 39°29'28.14" N, long. 075°44'28.13" W)
APEER, MD	WP	(Lat. 39°37'32.94" N, long. 075°50'25.39" W)
REESY, PA	WP	(Lat. 39°45'27.94" N, long. 075°52'07.09" W)
FOLEZ, PA	WP	(Lat. 39°55'32.76" N, long. 075°49'16.49" W)
HOSKR, PA	WP	(Lat. 40°05'03.94" N, long. 075°32'56.13" W)
Pottstown, PA (PTW)	VORTAC	(Lat. 40°13'20.04" N, long. 075°33'36.90" W)
East Texas, PA (ETX)	VOR/DME	(Lat. 40°34'51.74" N, long. 075°41'02.51" W)
DIANO, PA	FIX	(Lat. 41°00'01.99" N, long. 076°13'33.78" W)
Williamsport, PA (FQM)	VOR/DME	(Lat. 41°20'18.81" N, long. 076°46'29.52" W)
DLMAR, PA	WP	(Lat. 41°41'42.56" N, long. 077°25'11.02" W)

T-449 KITHE, PA to Binghamton, NY (CFB) [New]

KITHE, PA	FIX	(Lat. 39°48'35.53" N, long. 076°17'48.12" W)
Lancaster, PA (LRP)	VOR/DME	(Lat. 40°07'11.91" N, long. 076°17'28.66" W)
Binghamton, NY (CFB)	VOR/DME	(Lat. 42°09'26.97" N, long. 076°08'11.30" W)

T-460 Philipsburg, PA (PSB) to GLYDE, MA [New]

Philipsburg, PA (PSB)	VORTAC	(Lat. 40°54'58.53" N, long. 077°59'33.78" W)
Williamsport, PA (FQM)	VOR/DME	(Lat. 41°20'18.81" N, long. 076°46'29.52" W)
Hancock, NY (HNK)	VOR/DME	(Lat. 42°03'47.01" N, long. 075°18'58.62" W)
SAGES, NY	FIX	(Lat. 42°02'46.33" N, long. 074°19'10.33" W)
Barnes, MA (BAF)	VORTAC	(Lat. 42°09'43.05" N, long. 072°42'58.32" W)
GLYDE, MA	FIX	(Lat. 42°16'03.84" N, long. 071°48'42.76" W)

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T-479 DNVIL, VA to Elkins, WV (EKN) [New]

DNVIL, VA	WP	(Lat. 36°33'49.53" N, long. 079°19'53.54" W)
PIGGS, VA	FIX	(Lat. 36°56'01.81" N, long. 079°42'40.61" W)
DBRAH, VA	WP	(Lat. 37°20'34.14" N, long. 080°04'10.75" W)
Elkins, WV (EKN)	VORTAC	(Lat. 38°54'51.97" N, long. 080°05'57.38" W)

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Issued in Washington, DC, on September 18, 2023.

Karen L. Chiodini,

Acting Manager, Rules and Regulations Group.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2022–0173; Airspace Docket No. 19–AAL–59]

RIN 2120–AA66

Amendment of United States Area Navigation (RNAV) Route T-223; Cape Newenham, AK

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends United States Area Navigation (RNAV) route T-223 in the vicinity of Cape Newenham, AK, in support of a large and comprehensive T-route modernization project for the state of Alaska.

DATES: Effective date 0901 UTC, November 30, 2023. 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 Alaska 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–2022–0173 in the **Federal Register** (87 FR 14190; March 14, 2022), proposing to amend RNAV route T-223 in the vicinity of Cape Newenham, AK, in support of a large and comprehensive T-route modernization project for the state of Alaska. Interested parties were invited