

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 amend Alaskan VOR Federal Airway V-510 in Alaska. This proposed action is due to the decommissioning of the Anvik NDB in Alaska.

V-510: As amended, V-510 extends between the McGrath, AK, VORTAC and the Big Lake, 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 amending Alaskan VOR Federal Airway V-510 due to the decommissioning of the Anvik NDB in Alaska 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), 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 7400.11J, 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.

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V-510 [Amended]

From McGrath, AK, INT McGrath 121° and Big Lake, AK 294° radials; Big Lake, AK.

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Issued in Washington, DC, on March 24, 2025.

Brian Eric Konie,

Manager (A), Rules and Regulations Group.

[FR Doc. 2025–05338 Filed 3–28–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2530; Airspace Docket No. 24–ASO–33]

RIN 2120–AA66

Amendment of Class E Airspace; Ahoskie, NC

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The Federal Aviation Administration (FAA) is correcting a final rule that appeared in the **Federal Register** on March 5, 2025. The final rule amended Class E airspace extending upward from 700 feet above the surface for ECU Health Roanoke Chowan Heliport, Ahoskie, NC, to accommodate new area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures serving the heliport. This action corrects that rule by changing the effective date to June 12, 2025.

DATES: Effective 0901 UTC, April 17, 2025. As of March 31, 2025, the effective date of the rule published March 5, 2025, at 90 FR 11216 is corrected from 0901 UTC, April 17, 2025, to 0901 UTC, June 12, 2025.

FOR FURTHER INFORMATION CONTACT: Marc Ellerbee, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; Telephone (404) 305–5589.

SUPPLEMENTARY INFORMATION: In the final rule published March 5, 2025, (90 FR 11216) for Doc. No. FAA–2024–2530, the published effective date was incorrect. Accordingly, the effective date for the amended Class E airspace extending upward from 700 feet above the surface for ECU Health Roanoke Chowan Heliport, Ahoskie, NC, to accommodate new area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures serving the heliport is corrected to June 12, 2025.

Correction to the Final Rule

In the **Federal Register** of Wednesday, March 5, 2025, in FR Doc. 2025–03533, on page 11216, in the third column, correct the **DATES** caption to read as follows:

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.

Issued in College Park, Georgia, on March 18, 2025.

Patrick Young,

Manager, Airspace & Procedures Team North, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2025–04905 Filed 3–28–25; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2024–2568; Airspace
Docket No. 24–AGL–10]

RIN 2120–AA66

Amendment of Jet Routes J–60 and J–82, and VOR Federal Airways V–8, V–55, and V–221; and Revocation of VOR Federal Airways V–92 and V–126 in the Vicinity of Goshen, IN

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Jet Routes J–60 and J–82, and Very High Frequency Omnidirectional Range (VOR) Federal Airways V–8, V–55, and V–221; and revokes VOR Federal Airways V–92 and V–126. The FAA is taking these Air Traffic Service (ATS) route actions due to the planned decommissioning of the VOR portion of the Goshen, IN (GSH), VOR/Tactical Air Navigation (VORTAC) navigational aid (NAVAID). The Goshen VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network program.

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 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/. 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: Colby Abbott, Rules and Regulations Group, Policy Directorate, 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 National Airspace System (NAS) as necessary to preserve the safe and efficient flow of air traffic.

History

The FAA published an NPRM for Docket No. FAA–2024–2568 in the **Federal Register** (89 FR 97569; December 9, 2024), proposing to amend Jet Routes J–60 and J–82, and VOR Federal Airways V–8, V–55, and V–221; and revoke VOR Federal Airways V–92 and V–126 due to the planned decommissioning of the VOR portion of the Goshen, IN, VORTAC NAVAID. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

Incorporation by Reference

Jet Routes are published in paragraph 2004 and 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 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 by amending Jet Routes J–60 and J–82, and VOR Federal Airways V–8, V–55, and V–221; and revoking VOR Federal Airways V–92 and V–126 due to the planned decommissioning of the VOR portion of the Goshen, IN, VORTAC NAVAID. The ATS route actions are described below.

J–60: Prior to this final rule, J–60 extended between the Los Angeles, CA, VORTAC and the Sparta, NJ, VORTAC. The route segment between the Joliet, IL, VOR/Distance Measuring Equipment (VOR/DME) and the Dryer, OH, VOR/DME is removed. As amended, the route is changed to now extend between the Los Angeles VORTAC and the Joliet VOR/DME, and between the Dryer VOR/DME and the Sparta VORTAC.

J–82: Prior to this final rule, J–82 extended between the Battle Ground, WA, VORTAC and the Sioux Falls, SD, VORTAC; and between the Dubuque, IA, VORTAC and the Goshen, IN, VORTAC. The route segment between the Joliet, IL, VOR/DME and the Goshen VORTAC is removed. As amended, the route is changed to now extend between the Battle Ground VORTAC and the Sioux Falls VORTAC, and between the Dubuque VORTAC and the Joliet VOR/DME.

V–8: Prior to this final rule, V–8 extended between the intersection of the Seal Beach, CA, VORTAC 266° and Ventura, CA, VOR/DME 144° radials (DOYLE Fix) and the Flag City, OH, VORTAC; and between the Martinsburg, WV, VORTAC and the Washington, DC, VOR/DME. The portion of the airway outside the United States has no upper limit. The airway segment between the Chicago Heights, IL, VORTAC and the Flag City VORTAC is removed. As amended, the airway is changed to now extend between the intersection of the Seal Beach VORTAC 266° and Ventura VOR/DME 144° radials (DOYLE Fix) and the Chicago Heights VORTAC, and between the Martinsburg VORTAC and the Washington VOR/DME.

V–55: Prior to this final rule, V–55 extended between the Dayton, OH, VOR/DME and the Pullman, MI, VOR/DME; and between the Grand Forks, ND, VOR/DME and the Bismarck, ND, VOR/DME. The airway segment between the Fort Wayne, IN, VORTAC and the Gipper, MI, VORTAC is removed. As amended, the airway is changed to now extend between the Dayton VOR/DME and the Fort Wayne VORTAC, between the Gipper VORTAC and the Pullman VOR/DME, and between the Grand Forks VOR/DME and the Bismarck VOR/DME.