

point from Waco, TX, back to Will Rogers, OK.

On October 26, 2009, the FAA published a third final rule in the **Federal Register** amending the V-358 airway description (74 FR 54896). That rule renamed the Lampasas, TX, VHF omnidirectional range/tactical air navigation (VORTAC) to Gooch Springs, TX, VORTAC. This was done to avoid confusion since the Lampasas VORTAC and Lampasas Airport both shared the same name and location identifier, but were not co-located. Again, the airway end point error was overlooked and V-358 was published with an end point as Will Rogers, OK, instead of Waco, TX.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by correcting the end point in the legal description of V-358 from Will Rogers, OK, to Waco, TX. The rule reflects the end point coinciding with the FAA's aeronautical database.

Since this is an administrative change, and does not affect the dimensions, altitude, or operating requirements of that airspace, notice and public procedure under 5 U.S.C. 553(b) are unnecessary.

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. Therefore, this regulation: (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 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.

Domestic VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.9U, dated August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The domestic Federal VOR airway listed in this document will be published subsequently in the Order.

Environmental Review

There are no changes to the lateral limits. Therefore, the FAA has determined that this action is not subject to environmental assessments and procedures in accordance with FAA Order 1050.1E, Policies and Procedures

for Considering Environmental Impacts, and the National Environmental Policy Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of 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(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 the Federal Aviation Administration Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010, is amended as follows:

Paragraph 6010(a) Domestic VOR federal airways.

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V-358 [Amended]

From San Antonio, TX, via Stonewall, TX; Gooch Springs, TX; INT Gooch Springs 041° and Waco, TX, 280° radials; to Waco.

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Issued in Washington, DC, on March 2, 2011.

Edith V. Parish,

Manager, Airspace, Regulations and ATC Procedures Group.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2010-1180; Airspace Docket No. 10-AWP-15]

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes seven High Altitude Area Navigation (RNAV) routes in the Western United States (U.S.). These new routes provide pilots

and air traffic controllers with efficient direct routes enhancing safety and improving the efficient use of the National Airspace System (NAS).

DATES: Effective date 0901 UTC, May 5, 2011. 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 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace Regulation and ATC Procedures Group, Office of Mission Support Services, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On December 9, 2010, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish RNAV routes in the Western U.S. (75 FR 76648). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received in response to the NPRM.

The Rule

The FAA is amending to Title 14 Code of Federal Regulations (14 CFR) part 71 to establish seven RNAV Q-routes in the Western United States. The RNAV routes described in this action will enhance safety, and facilitate more flexible and efficient use of the navigable airspace for en route Instrument Flight Rules (IFR) operations within the NAS. Specifically, these routes will improve departure flow from the San Francisco/Oakland, CA, Terminal area by providing additional parallel departure routings and improve arrival flow from Salt Lake ARTCC to Reno, NV, and Sacramento, CA.

The High Altitude RNAV Routes are published in paragraph 2006 in FAA Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The airspace designations listed in this document would be published subsequently in the Order.

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. Therefore, this regulation: (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.

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 establishes RNAV routes in the Western United States.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, paragraph 311a. This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of 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(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 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010, is amended as follows:

Paragraph 2006 United States area navigation routes.

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Q-120 SAC to RWF [New]

Table with 3 columns: Identifier, Type, and Coordinates. Includes SAC, ZORUN, GALLI, BPI, FOSIG, RWF, VORTAC, WP, VOR/DME.

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Q-122 MOGEE to FOD [New]

Table with 3 columns: Identifier, Type, and Coordinates. Includes MOGEE, MACUS, MCORD, LCU, BEARR, KURSE, ONL, FOD, WP, VORTAC, FIX.

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Q-124 MOGEE to WAATS [New]

Table with 3 columns: Identifier, Type, and Coordinates. Includes MOGEE, MACUS, MCORD, SLOWN, FASTE, BVL, WAATS, WP, VORTAC, FIX.

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Q-126 TIPRE to EKR [New]

Table with 3 columns: Identifier, Type, and Coordinates. Includes TIPRE, INSLO, GAROT, EKR, WP, VOR/DME.

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Q-128 LIN to MEM [New]

Table with 3 columns: Identifier, Type, and Coordinates. Includes LIN, JSICA, EDLES, FLOOD, ZAROS, BVO, VORTAC, WP, FIX, VOR/DME.

RZC	VORTAC	(Lat. 36°14'47" N., long. 094°07'17" W.)
PAMMO	WP	(Lat. 35°35'04" N., long. 091°49'21" W.)
MEM	VORTAC	(Lat. 35°00'54" N., long. 089°58'60" W.)

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Q-130 LIN to PNH [New]

LIN	VORTAC	(Lat. 38°04'29" N., long. 121°00'14" W.)
JSICA	WP	(Lat. 38°31'14" N., long. 117°17'13" W.)
REANA	WP	(Lat. 38°24'00" N., long. 114°20'00" W.)
MRRNY	WP	(Lat. 37°49'42" N., long. 111°59'60" W.)
RSK	VORTAC	(Lat. 36°44'54" N., long. 108°05'56" W.)
DIXAN	FIX	(Lat. 36°16'51" N., long. 105°57'20" W.)
MIRME	WP	(Lat. 35°47'01" N., long. 103°50'32" W.)
PNH	VORTAC	(Lat. 35°14'06" N., long. 101°41'56" W.)

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Q-132 WEBGO to MAGPY [New]

WEBGO	WP	(Lat. 39°28'00" N., long. 120°21'00" W.)
ANAHO	FIX	(Lat. 39°57'40" N., long. 119°24'56" W.)
MYBAD	WP	(Lat. 40°23'16" N., long. 118°22'23" W.)
ZERAM	WP	(Lat. 40°28'00" N., long. 118°07'00" W.)
MAGPY	WP	(Lat. 40°51'27" N., long. 116°12'09" W.)

Issued in Washington, DC, on March 1, 2011.

Rodger A. Dean,

Acting Manager, Airspace, Regulations and ATC Procedures Group.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2010-1179; Airspace Docket No. 10-ANM-9]

RIN 2120-AA66

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

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes six High Altitude Area Navigation (RNAV) routes in the Western United States (U.S.). These new routes provide pilots and air traffic controllers with efficient direct routes enhancing safety and improving the efficient use of the National Airspace System (NAS).

DATES: Effective date 0901 UTC, May 5, 2011. 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 7400.9 and publication of conforming amendments.

FOR FURTHER INFORMATION CONTACT: Ken McElroy, Airspace Regulation and ATC Procedures Group, Office of Mission Support Services, Federal Aviation Administration, 800 Independence

Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION:

History

On December 9, 2010, the FAA published in the **Federal Register** a notice of proposed rulemaking (NPRM) to establish RNAV routes in the Western U.S. (75 FR 76652). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received in response to the NPRM.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by establishing six RNAV Q-routes in the Western United States. The RNAV routes described in this action will enhance safety, and facilitate more flexible and efficient use of the navigable airspace for en route Instrument Flight Rules (IFR) operations within the NAS. Specifically, these routes will improve arrival flow from the Denver, CO, Terminal area to the San Francisco/Oakland, CA, Terminal area and improve arrival flow from and through Salt Lake ARTCC to the San Francisco/Oakland, CA, Terminal area.

High Altitude RNAV Routes are published in paragraph 2006 in FAA Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The airspace designations listed in this document would be published subsequently in the Order.

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. Therefore, this regulation: (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.

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 establishes RNAV routes in the Western United States.

Environmental Review

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, paragraph 311a. This airspace action is not expected to cause any potentially significant environmental impacts, and no