

and effective September 15, 2014. FAA Order 7400.9Y is publicly available as listed in the **ADDRESSES** section of this final rule. FAA Order 7400.9Y lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with 311a, FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures." 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).

Lake Charles, LA (LCH) .....	VORTAC .....	(lat. 30°08'29" N., long. 93°06'20" W).
Fighting Tiger, LA (LSU) .....	VORTAC .....	(lat. 30°29'06" N., long. 91°17'39" W).
IRUBE, MS .....	WP .....	(lat. 31°00'16" N., long. 88°56'19" W).
PAYTN, AL .....	FIX .....	(lat. 31°28'04" N., long. 87°53'08" W).

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*Paragraph 6010(a)—Domestic VOR Federal Airways*

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**V-70 [Amended]**

From Monterrey, Mexico; Brownsville, TX; INT Brownsville 338° and Corpus Christi, TX, 193° radials; 34 miles standard width, 37 miles 7 miles wide (4 miles E and 3 miles W of centerline), Corpus Christi; INT Corpus Christi 054° and Palacios, TX, 226° radials; Palacios; Scholes, TX; Sabine Pass, TX; Lake Charles, LA; Lafayette, LA; Fighting Tiger, LA; Picayune, MS; Green County, MS; Monroeville, AL; INT Monroeville 073° and Eufaula, AL, 258° radials; Eufaula; Vienna, GA; to Allendale, SC. From Grand Strand, SC; Wilmington, NC; Kinston, NC; INT Kinston 050° and Cofield, NC, 186° radials; to Cofield. The airspace within Mexico is excluded.

**V-71 [Amended]**

From Fighting Tiger, LA; Natchez, MS; Monroe, LA; El Dorado, AR; Hot Springs, AR; INT Hot Springs 358° and Harrison, AR, 176° radials; Harrison; Springfield, MO; Butler, MO; Topeka, KS; Pawnee City, NE; INT Pawnee City 334° and Lincoln, NE., 146° radials; Lincoln; Columbus, NE; O'Neill, NE; Winner, SD; Pierre, SD; Bismarck, ND; to Williston, ND.

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**V-114 [Amended]**

From Panhandle, TX; Childress, TX; Wichita Falls, TX; INT Wichita Falls 117° and Blue Ridge, TX, 285° radials; Blue Ridge;

**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 FAA Order 7400.9Y, Airspace Designations and Reporting Points, dated August 6, 2014, and effective September 15, 2014, is amended as follows:

*Paragraph 2004—Jet Routes*

\* \* \* \* \*

Quitman, TX; Gregg County, TX; Alexandria, LA; INT Fighting Tiger, LA, 307° and Lafayette, LA, 042° radials; 7 miles wide (3 miles north and 4 miles south of centerline); Fighting Tiger; INT Fighting Tiger 112° and Reserve, LA, 323° radials; Reserve; INT Reserve 084° and Gulfport, MS, 247° radials; Gulfport, INT Gulfport 344° and Eaton, MS, 171° radials; to Eaton, excluding the portion within R3801B and R-3701C when active.

\* \* \* \* \*

**V-194 [Amended]**

From Cedar Creek, TX; College Station, TX; INT College Station 151° and Hobby, TX, 289° radials; Hobby; Sabine Pass, TX; Lafayette, LA; Fighting Tiger, LA; McComb, MS; INT McComb 055° and Meridian, MS, 221° radials; to Meridian. From Liberty, NC; Raleigh-Durham, NC; Tar River, NC; Cofield, NC; to INT Cofield 077° and Norfolk, VA, 209° radials.

\* \* \* \* \*

**V-559 [Amended]**

From Lafayette, LA; INT Lafayette 016° and Fighting Tiger, LA, 264° radials; to Fighting Tiger.

Issued in Washington, DC, on February 6, 2015.

**Gary A. Norek,**

*Manager, Airspace Policy and Regulations Group.*

[FR Doc. 2015–03056 Filed 2–13–15; 8:45 am]

**BILLING CODE 4910–13–P**

**J-2 [Amended]**

From Mission Bay, CA; Imperial, CA; Bard, AZ; INT Bard 089° and Gila Bend, AZ, 261° radials; Gila Bend; Tucson, AZ; El Paso, TX; Fort Stockton, TX; Junction, TX; San Antonio, TX; Humble, TX; Lake Charles, LA; Fighting Tiger, LA; Semmes, AL; Crestview, FL; INT Crestview 091° and Seminole, FL, 290° radials; Seminole; to Taylor, FL.

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**J-138 [Amended]**

From Fort Stockton, TX; Center Point, TX; San Antonio, TX; Hobby, TX; Lake Charles, LA; Fighting Tiger, LA; to Semmes, AL.

\* \* \* \* \*

**J-590 [Amended]**

From Lake Charles, LA; Fighting Tiger, LA; Greene County, MS; to Montgomery, AL.

*Paragraph 2006—United States Area Navigation Routes*

\* \* \* \* \*

**Q-24 Lake Charles, LA to PAYTN, AL [Amended]**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2014-1112; Airspace Docket No. 14-ANM-16]

RIN 2120-AA66

**Amendment of VOR Federal Airway V-330 in the Vicinity of Mountain Home, Idaho**

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

**ACTION:** Final rule, technical amendment.

**SUMMARY:** This action amends VHF Omnidirectional Range (VOR) Federal Airway V-330 in the vicinity of Mountain Home, ID. The FAA is taking this action to correct the V-330 description contained in Part 71 to ensure it matches the information contained in the FAA's aeronautical database, matches the depiction on the associated charts, and promotes safety and efficiency within the National Airspace System (NAS).

**DATES:** Effective date 0901 UTC, April 30, 2015. 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.

**ADDRESSES:** FAA Order 7400.9Y, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [http://www.faa.gov/air\\_traffic/publications/](http://www.faa.gov/air_traffic/publications/). The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

FAA Order 7400.9, Airspace Designations and Reporting Points, is published yearly and effective on September 15. For further information, you can contact the Airspace Policy and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

**FOR FURTHER INFORMATION CONTACT:** Colby Abbott, Airspace Policy and Regulations Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-8783.

**SUPPLEMENTARY INFORMATION:**

**History**

After a recent review of aeronautical data, the legal description for V-330 published in FAA Order 7400.9Y, Airspace Designations and Reporting Points, did not match the airway information contained in the FAA's aeronautical database or the charted depiction of the airway. In 2004, the FAA received a request from the U.S. Air Force to change the name and identifier of the Mountain Home, ID, VOR due to safety of flight concerns. At that time, Mountain Home Air Force Base (AFB), an on-base Tactical Air Navigation (TACAN) navigation aid (NAVAID), and a VOR located 5.5 nautical miles (NM) off-base all shared the same Mountain Home name and MUO identifier.

An event involving a KC-135 aircraft navigating to conduct aerial refueling (AR) activities highlighted the potential flight safety issue. While navigating to one of the AR tracks south of Mountain Home AFB, the flight crew entered "MUO" as the reference fix. The flight computer indicated two fixes identified as MUO. The crew, not familiar with the area, spent considerable time determining which NAVAID to use. As a result of this hazard to navigation and flight safety issue of having two navigation aids located 5.5 NM apart with the same name and identifier, the

USAF requested the Mountain Home VOR (MUO) be renamed Liberator VOR with a new identifier of LTR.

In response, the FAA amended the aeronautical database information changing the Mountain Home VOR name to Liberator VOR and changing the MUO identifier to LIA, in lieu of LTR, effective September 30, 2004. The associated charts were published with the amended information, but the rulemaking action to amend the V-330 legal description to reflect the amendment was inadvertently overlooked at that time.

To overcome confusion and flight safety issues associated with the conflicting published V-330 airway description, the FAA is amending the legal description to reflect the Mountain Home VOR name change to Liberator VOR. Since this is an administrative correction to update the V-330 description to be in concert with the FAA's aeronautical database and charting, notice and public procedure under Title 5 U.S.C. 553(b) are unnecessary.

VOR Federal airways are listed in paragraph 6010 of FAA Order 7400.9Y dated August 6, 2014, and effective September 15, 2014, which is incorporated by reference in 14 CFR 71.1. The VOR Federal airway listed in this document will be revised subsequently in the Order.

**Availability and Summary of Documents for Incorporation by Reference**

This document amends FAA Order 7400.9Y, Airspace Designations and Reporting Points, dated August 6, 2014, and effective September 15, 2014. FAA Order 7400.9Y is publicly available as listed in the **ADDRESSES** section of this final rule. FAA Order 7400.9Y lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

**The Rule**

The FAA amends Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying the legal description of VOR Federal airway V-330 in the vicinity of Mountain Home, ID. Specifically, the FAA amends V-330, renaming the Mountain Home, ID, VOR to reflect the Liberator, ID, VOR; thus, matching the information currently contained in the FAA's aeronautical database and the charted depiction of the airway.

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 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.

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 amends an existing VOR Federal airway within the NAS.

**Environmental Review**

The FAA has determined that this action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with 311a, FAA Order 1050.1E, "Environmental Impacts: Policies and Procedures." 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 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 FAA Order 7400.9Y, Airspace Designations and Reporting Points, dated August 6, 2014, and effective September 15, 2014, is amended as follows:

*Paragraph 6010 VOR Federal Airways*

(a) Domestic VOR Federal airways.

\* \* \* \* \*

**V-330**

From Wildhorse, OR; Boise, ID; INT Boise 130° and Liberator, ID, 084° radials; to INT Liberator 084° and Burley, ID, 323° radials. From Idaho Falls, ID; Jackson, WY; Dunoir, WY; Riverton, WY; to Muddy Mountain, WY.

Issued in Washington, DC, February 6, 2015.

**Gary A. Norek,**

*Manager, Airspace Policy and Regulations Group.*

[FR Doc. 2015-03062 Filed 2-13-15; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 93**

[Docket No.: FAA-2010-0302; Amdt. No. 93-98A]

**RIN 2120-AK64**

**New York North Shore Helicopter Route**

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

**ACTION:** Final rule.

**SUMMARY:** On June 23, 2014, the FAA published a final rule to extend the requirement for an additional two years for pilots operating civil helicopters under Visual Flight Rules to use the New York North Shore Helicopter Route when operating along the north shore of Long Island, New York. The final rule extended the expiration date to August 6, 2016. However, an error in the final rule resulted in the inadvertent removal of Subpart H of part 93 of Title 14 of the Code of Federal Regulations. This final rule corrects that error and reinstates the provisions of Subpart H.

**DATES:** This final rule is effective February 17, 2015. Subpart H of part 93 of Title 14 of the Code of Federal Regulations expires August 6, 2016.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this action, contact David Maddox, Airspace Regulation and ATC Procedures Group, AJV-113, Federal Aviation Administration, 800 Independence

Avenue SW., Washington, DC 20591; telephone (202) 267-8783; email [david.maddox@faa.gov](mailto:david.maddox@faa.gov).

For legal questions concerning this action, contact Lorelei Peter, International Law, Legislation and Regulations Division, AGC-200, Office of the Chief Counsel, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-3073; email [lolelei.peter@faa.gov](mailto:lolelei.peter@faa.gov).

**SUPPLEMENTARY INFORMATION:****Background**

On July 6, 2012, the FAA published Subpart H of part 93, which contained the rules governing civil helicopter operations when flying under visual flight rules along the north shore of Long Island, New York. This was a two-year rule that expired on August 6, 2014 (77 FR 39911). On June 23, 2014, the FAA published a final rule entitled “The Extension of the Expiration Date of the New York North Shore Helicopter Route” (79 FR 35488), which was to extend the regulations addressing helicopter operations along the North Shore for an additional two years from August 6, 2014 to August 6, 2016. In that rule, the FAA stated that:

This action extends the requirement for pilots of civil helicopters to use the North Shore Helicopter Route when transiting along the north shore of Long Island for an additional two years, while the FAA considers whether to make the mandatory use of the route permanent. The current rule requiring use of the route expires on August 6, 2014. Public input to this consideration is critical and additional time is needed to conduct the rulemaking process. However, the FAA does not want to disrupt the operating environment and cause any confusion on using the route during this interim period. Therefore, the FAA finds that a two year extension of the current rule is warranted to maintain the current operating environment and permit the agency to engage in rulemaking to determine future action on this route. (See 79 FR 35489, June 23, 2014)

However, the Code of Federal Regulations was not amended correctly and Subpart H of part 93 of Title 14 of the Code of Federal Regulations was inadvertently removed.

This rule adds Subpart H back in part 93 with an expiration date of August 6, 2016, as originally intended. Adding Subpart H back into part 93 will ensure that all pilots are aware of the New York North Shore helicopter route and will make the regulations consistent with the New York Helicopter Chart. Because the amendment corrects an error and clarifies the regulations, the FAA finds that the notice and public procedures under 5 U.S.C. 553(b) are unnecessary, impracticable, and contrary to the

public interest. As this final rule restores helicopter route information to the Code of Federal Regulations, thereby enhancing safety, good cause exists under 5 U.S.C. 553(d)(3) to make the rule effective in less than 30 days.

**List of Subjects in 14 CFR Part 93**

Air traffic control, Airspace, Navigation (air).

**The Amendment**

In consideration of the foregoing, the Federal Aviation Administration amends chapter I of Title 14 of the Code of Federal Regulations as follows:

**PART 93—SPECIAL AIR TRAFFIC RULES**

■ 1. The authority citation for part 93 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40106, 40109, 40113, 44502, 44514, 44701, 44715, 44719, 46301.

■ 2. Add new heading for subpart H to part 93 to read as follows:

**Subpart H—Mandatory Use of the New York North Shore Helicopter Route**

■ 3. Redesignate § 93.101 to subpart H.

■ 4. Add new § 93.103 to subpart H to read as follows:

**§ 93.103 Helicopter operations.**

(a) Unless otherwise authorized, each person piloting a helicopter along Long Island, New York’s northern shoreline between the VPLYD waypoint and Orient Point, shall utilize the North Shore Helicopter route and altitude, as published.

(b) Pilots may deviate from the route and altitude requirements of paragraph (a) of this section when necessary for safety, weather conditions or transitioning to or from a destination or point of landing.

Issued under authority provided by 49 U.S.C. 106(f), 44701(a), and 44703, in Washington, DC on February 6, 2015.

**Michael P. Huerta,**  
*Administrator.*

[FR Doc. 2015-03066 Filed 2-13-15; 8:45 am]

**BILLING CODE 4910-13-P**