

In the same publication on page 41203 in footnote number 14, the Lockheed airplane model number referenced is “328.” The correct number should be “382.”

Correction

In FR Doc. 2016–14454, beginning on page 41200 in the **Federal Register** of June 24, 2016, make the following corrections:

Correction

1. On page 41200, in the second column, correct the 4th header paragraph to read as follows:

“[Docket No.: FAA–2014–0500; Amdt. Nos. 25–143, 121–375, and 129–52].”

2. On page 41203, in the second column, correct the text of footnote number 14 to read as follows:

“The previously approved Lockheed 382 and Embraer flame arrestors would not have met the 2 minute and 30 second requirement.”

Issued under authority provided by 49 U.S.C. 106(f) and 44701(a) in Washington, DC, on July 19, 2016.

Lirio Liu,

Director, Office of Rulemaking.

[FR Doc. 2016–17590 Filed 7–25–16; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 91, 121, 125, 129, and 135

[Docket No. FAA–2011–1082]

Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final policy statement.

SUMMARY: This action sets forth the Very High Frequency (VHF) Omnidirectional Range (VOR) Minimum Operational Network (MON) policy as proposed in the Proposed Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) notice of proposed policy published on December 15, 2011 (76 FR 77939). This document provides the discontinuance selection criteria and candidate list of VOR Navigational Aids (NAVAIDs) targeted for discontinuance as part of the VOR MON Implementation Program and United States (U.S.) National Airspace System

(NAS) Efficient Streamline Services Initiative. Additionally, this policy addresses the regulatory processes the FAA plans to follow to discontinue VORs.

DATES: Effective July 26, 2016.

FOR FURTHER INFORMATION CONTACT: Ms. Leonixa Salcedo, VOR MON Program Manager, AJM–324, Navigation Programs, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; email: vormon@faa.gov; telephone: (844) 4VORMON (844–486–7666).

SUPPLEMENTARY INFORMATION:

Background

On December 15, 2011 the FAA published in the **Federal Register** a notice of proposed policy and request for comments (76 FR 77939) on the FAA’s proposed strategy for gradually reducing the current VOR network to a Minimum Operational Network (MON) as the NAS transitions to performance-based navigation (PBN) as part of the Next Generation Air Transportation System (NextGen). The FAA announced that, as part of a NAS Efficient Streamlined Services Initiative, the number of conventional NAVAIDs would be reduced while more efficient Area Navigation (RNAV) routes and procedures are implemented throughout the NAS. The FAA noted its intention to convene a working group to assist in developing a candidate list of VORs for discontinuance using relevant operational, safety, cost, and economic criteria. Interested parties were invited to participate in the review of this policy and planning effort by submitting written comments on the proposal.

The FAA reviewed all 330 comments received and on August 21, 2012, published in the **Federal Register** the disposition of the comments on the notice of proposed policy (77 FR 50420). In considering and disposing of the comments, the FAA noted that it would develop an initial VOR MON Plan which would be made publicly available. The FAA renewed its intention to convene a working group that would assist in developing objective criteria which would be applied consistently nationally and regionally to help identify those VOR facilities that would remain operational.

Criteria for Assessing VOR Discontinuance

After the FAA published the disposition of comments, stakeholders, industry, and military services provided further inputs to the FAA for consideration in developing the criteria used to select VORs that would need to

be retained as a part of the MON. The FAA also sought recommendations from aviation industry stakeholders through the RTCA Tactical Operations Committee (TOC). With this collective input, the FAA developed the criteria to determine which VORs would be candidates for retention. VORs not meeting these criteria were considered as discontinuance candidates.

The following criteria were used by the FAA to determine which VORs would be retained as a part of the MON:

- Retain VORs to perform Instrument Landing System (ILS), Localizer (LOC), or VOR approaches supporting MON airports at suitable destinations within 100 NM of any location within the CONUS. Selected approaches would not require Automatic Direction Finder (ADF), Distance Measuring Equipment (DME), Radar, or GPS.
- Retain VORs to support international oceanic arrival routes.
- Retain VORs to provide coverage at and above 5,000 ft AGL.
- Retain most VORs in the Western U.S. Mountainous Area (WUSMA), specifically those anchoring Victor airways through high elevation terrain.
- Retain VORs required for military use.
- VORs outside of the CONUS were not considered for discontinuance under the VOR MON Implementation Program.

The following considerations were used to supplement the VOR MON criteria above:

- Only FAA owned/operated VORs were considered for discontinuance.
- Co-located DME and Tactical Air Navigation (TACAN) systems will generally be retained when the VOR service is terminated.
- Co-located communication services relocated or reconfigured to continue transmitting their services.

Working Group

Using the established criteria, the FAA convened an internal working group to develop a candidate list of VORs using the VOR MON criteria relevant to operational, safety, cost, and economic considerations. The group developed the VOR MON service by first selecting MON airports that met the criteria listed above. Airports with ILS approaches that met the criteria were selected in preference to VOR approaches. If two airports in close proximity had suitable approaches, then the airport whose ILS or VOR approach required the FAA to retain the fewest number of VORs (*i.e.*, to identify initial,

final, stepdown, and missed approach points) were generally selected. VORs necessary to fulfil other criteria were then selected to be retained. Additional VORs were retained to provide coverage at 5000 ft AGL. The effect of terrain blockage and unavailable radials from some VORs was considered, as was MON airport infrastructure, radar coverage, and training. The overall goal of the effort was to provide the VOR MON service according to the criteria while retaining the fewest number of VORs.

The working group also considered flight procedure development requirements and capabilities, non-rulemaking and rulemaking processing requirements and timelines, and geographic impacts to the NAS as it refined the candidate list of VORs for retention. Since some VORs are co-located with communications services, such as the Hazardous Inflight Weather Advisory Service (HIWAS) and Remote Communication Outlet (RCO), the working group also identified which services would be reconfigured or relocated in order to continue to provide those services. For VORs not listed as part of the MON, the FAA's working groups developed a candidate list of VORs for discontinuance arranged in two Phases (2016–2020 and 2021–2025) by Service Area based on Instrument Flight Procedure (IFP) mitigation complexity.

Discontinuance Process

The FAA will follow its established policies and processes for VOR discontinuance according to FAA Order JO 7400.2, *Procedures for Handling Airspace Matters*. Prior to making any VOR discontinuance determinations,

the geographically responsible Air Traffic Organization (ATO) service area office will publish a circular notice of the proposed discontinuance action to solicit comments from aviation interested persons and organizations. A brief description of the discontinuance effect on airspace and instrument procedures will be included in the circularization. Once a determination to discontinue a VOR has been made, the responsible service area office will initiate established part 71 and part 97 rulemaking processing procedures. The FAA will publish Notices of Proposed Rulemaking (NPRM) in the **Federal Register** to solicit public comments on all proposed part 71 airspace and ATS route amendments resulting from VOR discontinuance determinations prior to taking any amendment actions within the NAS. After consideration of all public comments received in response to published NPRMs, the FAA will determine whether to issue final rules announcing part 71 airspace and Air Traffic Service (ATS) route and part 97 standard instrument procedure amendment determinations in the **Federal Register**.

The FAA remains committed to the plan to retain an optimized network of VOR NAVAIDs. The MON will enable pilots to revert from Performance Based Navigation (PBN) to conventional navigation for approach, terminal and en route operations in the event of a GPS outage and supports the NAS transition from VOR-based routes to a more efficient PBN structure consistent with NextGen goals and the NAS Efficient Streamlined Services Initiative.

The FAA continues to plan the NAS transition from defining ATS routes and

instrument procedures using VORs and other conventional NAVAIDs¹ to a point-to-point system based on RNAV and Required Navigation Performance (RNP). RNAV will generally be available throughout the NAS and RNP will be provided where beneficial. The FAA's network of DME NAVAIDs will provide a PBN-capable backup to GPS; however, for aircraft without scanning DME receivers (DD) or DD with Inertial Reference Unit aiding (DDI) equipment, the FAA will provide a conventional navigation backup service based on the proposed VOR MON. The VOR MON is designed to enable aircraft, having lost Global Navigation Satellite System (GNSS) service, to revert to conventional navigation procedures. The VOR MON is further designed to allow aircraft to proceed to a MON airport where an ILS or VOR approach procedure can be flown without the necessity of GPS, DME, ADF, or Surveillance. Of course, any airport with a suitable instrument approach may be used for landing, but the VOR MON assures that at least one airport will be within 100 NM.

Discontinuance Candidate List

Provided below is a candidate list of VORs being considered for discontinuance in Phase 1 (2016–2020) and Phase 2 (2021–2025) as the FAA works toward the establishment of a VOR MON. It is tentative and may be adjusted based on economic or other factors. As of June 21, 2016 the 45 facilities denoted with an asterisk (*) have completed the circularization public notice process and the FAA has made its determination for discontinuance:

VOR MON PROGRAM—PHASE 1 CANDIDATE DISCONTINUANCE LIST (FY2016–FY2020)

ID	VOR Name	City	ST
Western Service Area (WSA) Phase 1 Discontinuance Total: 10			
BSR	BIG SUR	BIG SUR	CA
CCR	CONCORD	CONCORD	CA
CIC	CHICO	CHICO	CA
CZQ	CLOVIS	FRESNO	CA
ECA*	MANTECA	STOCKTON	CA
HYP	EL NIDO	MERCED	CA
LIA	LIBERATOR	MOUNTAIN HOME	ID
MXW*	MAXWELL	MAXWELL	CA
PVU	PROVO	PROVO	UT
ROM	PRIEST	PRIEST	CA
Central Service Area (CSA) Phase 1 Discontinuance Total: 31			
ANY	ANTHONY	ANTHONY	KS
AOH*	ALLEN COUNTY	LIMA	OH
ASP	AU SABLE	OSCODA	MI

¹ Includes Tactical Air Navigation (TACAN), VOR/TACAN (VORTAC), VOR/DME, and Non-Directional Beacon (NDB) operated by the FAA.

VOR MON PROGRAM—PHASE 1 CANDIDATE DISCONTINUANCE LIST (FY2016–FY2020)—Continued

ID	VOR Name	City	ST
BDE	BAUDETTE	BAUDETTE	MN
BRD *	BRAINERD	BRAINERD	MN
BTB *	BATTLE CREEK	BATTLE CREEK	MI
BUA *	BUFFALO	BUFFALO	SD
BUU	BURBUN	BURLINGTON	WI
BWS	BOLES	BOLES	NM
CGI	CAPE GIRARDEAU	CAPE GIRARDEAU	MO
CSX	CARDINAL	CARDINAL	MO
DAK	DRAKE	FAYETTEVILLE	AR
DDD	PORT CITY	MUSCATINE	IA
DUC	DUNCAN	DUNCAN	OK
ENW	KENOSHA	KENOSHA	WI
FLP	FLIPPIN	FLIPPIN	AR
GBG	GALESBURG	GALESBURG	IL
GTH	GUTHRIE	GUTHRIE	TX
HRK	HORLICK	RACINE	WI
HUB *	HOBBY	HOBBY	TX
HUW	HUTTON	WEST PLAINS	MO
IJX	JACKSONVILLE	JACKSONVILLE	IL
IKK	KANKAKEE	KANKAKEE	IL
LAN	LANSING	LANSING	MI
LJT	TIMMERMAN	MILWAUKEE	WI
LWV	LAWRENCEVILLE	LAWRENCEVILLE	IL
MTO	MATTOON	MATTOON/CHARLESTON	IL
PSI	PONTIAC	WHITE LAKE	MI
RIS *	RIVERSIDE	KANSAS CITY	MO
STE *	STEVENS POINT	STEVENS POINT	WI
SYO *	SAYRE	SAYRE	OK

Eastern Service Area (ESA) Phase 1 Discontinuance Total: 33

ABB *	NABB	NABB	IN
AOO	ALTOONA	ALTOONA	PA
BML	BERLIN	BERLIN	NH
BQM	BOWMAN	LOUISVILLE	KY
CCT	CENTRAL CITY	CENTRAL CITY	KY
CYY	CYPRESS	NAPLES	FL
DAN	DANVILLE	DANVILLE	VA
DKK *	DUNKIRK	DUNKIRK	NY
DYR *	DYERSBURG	DYERSBURG	TN
EDS *	ORANGEBURG	ORANGEBURG	SC
ELZ *	WELLSVILLE	WELLSVILLE	NY
EWA *	KEWANEE	KEWANEE	MS
FKN *	FRANKLIN	FRANKLIN	VA
GFL *	GLENS FALLS	GLENS FALLS	NY
GRV *	GRANTSVILLE	GRANTSVILLE	MD
HAB	HAMILTON	HAMILTON	AL
HLL	HANDLE	PANAMA CITY	FL
HUL	HOULTON	HOULTON	ME
HVN	NEW HAVEN	NEW HAVEN	CT
HZL *	HAZLETON	HAZLETON	PA
ITH	ITHACA	ITHACA	NY
JKS *	JACKS CREEK	JACKS CREEK	TN
LVL *	LAWRENCEVILLE	HERNDON	VA
MMJ	MONTOUR	PITTSBURGH	PA
OTT *	NOTTINGHAM	NOTTINGHAM	MD
PLB *	PLATTSBURGH	PLATTSBURGH	NY
PNE	NORTH PHILADELPHIA	NORTH PHILADELPHIA	PA
PNN *	PRINCETON	PRINCETON	ME
PXT *	PATUXENT	PATUXENT RIVER	MD
RNL *	RAINELLE	RAINELLE	WV
RUT	RUTLAND	RUTLAND	VT
SLK	SARANAC LAKE	SARANAC LAKE	NY
TDG *	TALLADEGA	TALLADEGA	AL

VOR MON PROGRAM—PHASE 2 CANDIDATE DISCONTINUANCE LIST (FY2021–FY2025)

ID	VOR Name	City	ST
Western Service Area (WSA) Phase 2 Discontinuance Total: 5			
COE	COEUR D'ALENE	COEUR D'ALENE	ID

VOR MON PROGRAM—PHASE 2 CANDIDATE DISCONTINUANCE LIST (FY2021–FY2025)—Continued

ID	VOR Name	City	ST
DEN	DENVER	DENVER	CO
HUH	WHATCOM	BELLINGHAM	WA
PAE	PAINE	EVERETT	WA
STS	SANTA ROSA	SANTA ROSA	CA

Central Service Area (CSA) Phase 2 Discontinuance Total: 131

ATY	WATERTOWN	WATERTOWN	SD
AUW	WAUSAU	WAUSAU	WI
AZO	KALAMAZOO	KALAMAZOO	MI
BDF	BRADFORD	BRADFORD	IL
BGD	BORGER	BORGER	TX
BMI	BLOOMINGTON	BLOOMINGTON	IL
BPT	BEAUMONT	BEAUMONT PORT ARTHUR	TX
BRO	BROWNSVILLE	BROWNSVILLE	TX
BVT	BOILER	LAFAYETTE	IN
CLL	COLLEGE STATION	COLLEGE STATION	TX
CNU	CHANUTE	CHANUTE	KS
CQY	CEDAR CREEK	CEDAR CREEK	TX
CTW	NEWCOMERSTOWN	NEWCOMERSTOWN	OH
CXR	CHARDON	CHARDON	OH
DAS	DAISETTA	DAISETTA	TX
DNV	DANVILLE	DANVILLE	IL
DVL	DEVILS LAKE	DEVILS LAKE	ND
DWN	DARWIN	DARWIN	MN
DXO	DETROIT	DETROIT	MI
EIC	BELCHER	SHREVEPORT	LA
ELA	EAGLE LAKE	EAGLE LAKE	TX
ELO	ELY	ELY	MN
ELX	KEELER	KEELER	MI
EON	PEOTONE	PEOTONE	IL
EOS	NEOSHO	NEOSHO	MO
FAH	FALLS	SHEBOYGAN	WI
FBC	FLAG CITY	FINDLAY	OH
FCM	FLYING CLOUD	MINNEAPOLIS	MN
FOD	FORT DODGE	FORT DODGE	IA
FRM	FAIRMONT	FAIRMONT	MN
GJY	GIPPER	NILES	MI
GLD	GOODLAND	GOODLAND	KS
GLR	GAYLORD	GAYLORD	MI
GNL	GROESBECK	MEXIA	TX
GNP	GLENPOOL	GLENPOOL	OK
GPZ	GRAND RAPIDS	GRAND RAPIDS	MN
GQE	GILMORE	GILMORE	AR
GSH	GOSHEN	GOSHEN	IN
HIC	WHITE CLOUD	WHITE CLOUD	MI
HML	HUMBOLDT	HUMBOLDT	MN
HON	HURON	HURON	SD
HSI	HASTINGS	HASTINGS	NE
HYR	HAYWARD	HAYWARD	WI
HYS	HAYS	HAYS	KS
ICT	WICHITA	WICHITA	KS
IDU	INDUSTRY	INDUSTRY	TX
IFI	KINGFISHER	KINGFISHER	OK
IMT	IRON MOUNTAIN	IRON MOUNTAIN KINGSFORD	MI
IRK	KIRKSVILLE	KIRKSVILLE	MO
ISD	WINNER	WINNER	SD
ISQ	SCHOOLCRAFT COUNTY	MANISTIQUE	MI
JEN	GLEN ROSE	GLEN ROSE	TX
JFN	JEFFERSON	JEFFERSON	OH
JVL	JANESVILLE	JANESVILLE	WI
JWJ	ELMWOOD	MARSHALLTOWN	IA
JXN	JACKSON	JACKSON	MI
LBL	LIBERAL	LIBERAL	KS
LFD	LITCHFIELD	LITCHFIELD	MI
LFT	LAFAYETTE	LAFAYETTE	LA
LLO	LLANO	LLANO	TX
LNR	LONE ROCK	LONE ROCK	WI
LOA	LEONA	LEONA	TX
LSE	LA CROSSE	LA CROSSE	WI
MAP	MAPLES	MAPLES	MO
MAW	MALDEN	MALDEN	MO

VOR MON PROGRAM—PHASE 2 CANDIDATE DISCONTINUANCE LIST (FY2021–FY2025)—Continued

ID	VOR Name	City	ST
MBL	MANISTEE	MANISTEE	MI
MCM	MACON	MACON	MO
MFD	MANSFIELD	MANSFIELD	OH
MFE	MC ALLEN	MC ALLEN	TX
MIE	MUNCIE	MUNCIE	IN
MKG	MUSKEGON	MUSKEGON	MI
MKT	MANKATO	MANKATO	MN
MLC	MC ALESTER	MC ALESTER	OK
MNM	MENOMINEE	MENOMINEE	MI
MON	MONTICELLO	MONTICELLO	AR
MOP	MOUNT PLEASANT	MOUNT PLEASANT	MI
MSP	MINNEAPOLIS	MINNEAPOLIS	MN
MTW	MANITOWOC	MANITOWOC	WI
MWA	MARION	MARION	IL
MZV	MOLINE	MOLINE	IL
MZZ	MARION	MARION	IN
OBH	WOLBACH	WOLBACH	NE
ODI	NODINE	NODINE	MN
OKK	KOKOMO	KOKOMO	IN
OLK	WEBSTER LAKE	WOLF LAKE	IN
ONL	O'NEILL	O'NEILL	NE
OOM	HOOSIER	BLOOMINGTON	IN
ORD*	CHICAGO O'HARE	CHICAGO O'HARE	IL
OSW	OSWEGO	OSWEGO	KS
OTG	WORTHINGTON	WORTHINGTON	MN
OTM	OTTUMWA	OTTUMWA	IA
OXI	KNOX	KNOX	IN
PKD	PARK RAPIDS	PARK RAPIDS	MN
PLL	POLO	POLO	IL
PLN	PELLSTON	PELLSTON	MI
PMM	PULLMAN	PULLMAN	MI
PNT	PONTIAC	PONTIAC	IL
PRX	PARIS	PARIS	TX
PWE	PAWNEE CITY	PAWNEE CITY	NE
RBA	ROBINSON	ROBINSON	KS
RBS	ROBERTS	ROBERTS	IL
RFD	ROCKFORD	ROCKFORD	IL
RID	RICHMOND	RICHMOND	IN
ROD	ROSEWOOD	ROSEWOOD	OH
ROX	ROSEAU	ROSEAU	MN
RQR	RESERVE	RESERVE	LA
RST	ROCHESTER	ROCHESTER	MN
RZN	SIREN	SIREN	WI
SAM	SAMSVILLE	SAMSVILLE	IL
SGH	SPRINGFIELD	SPRINGFIELD	OH
SLR	SULPHUR SPRINGS	SULPHUR SPRINGS	TX
STL	CARDINAL	ST LOUIS	MO
SUX	SIOUX CITY	SIOUX CITY	IA
SVM	SALEM	SALEM	MI
SWB	SAWMILL	WINNFIELD	LA
THX	THREE RIVERS	THREE RIVERS	TX
TKO	MANKATO	MANKATO	KS
TNU	NEWTON	NEWTON	IA
TPL	TEMPLE	TEMPLE	TX
TTH	TERRE HAUTE	TERRE HAUTE	IN
TVT	TIVERTON	TIVERTON	OH
UIN	QUINCY	QUINCY	IL
UKN	WAUKON	WAUKON	IA
UKW	BOWIE	BOWIE	TX
URH	TEXOMA	DURANT	OK
VLA	VANDALIA	VANDALIA	IL
VNN	MOUNT VERNON	MOUNT VERNON	IL
VWV	WATERVILLE	WATERVILLE	OH
YKN	YANKTON	YANKTON	SD
YNG	YOUNGSTOWN	YOUNGSTOWN/WARREN	OH
ZZV	ZANESVILLE	ZANESVILLE	OH

Eastern Service Area (ESA) Phase 2 Discontinuance Total: 98

AGC	ALLEGHENY	PITTSBURGH	PA
AMG	ALMA	ALMA	GA
AML	ARMEL	ARMEL	VA

VOR MON PROGRAM—PHASE 2 CANDIDATE DISCONTINUANCE LIST (FY2021–FY2025)—Continued

ID	VOR Name	City	ST
AZQ	HAZARD	HAZARD	KY
BDR	BRIDGEPORT	BRIDGEPORT	CT
BFD	BRADFORD	BRADFORD	PA
BKW	BECKLEY	BECKLEY	WV
BUF	BUFFALO	BUFFALO	NY
BWG*	BOWLING GREEN	BOWLING GREEN	KY
BWZ	BROADWAY	SCHOOLEY'S MOUNTAIN	NJ
CCV	CAPE CHARLES	CAPE CHARLES	VA
CIP	CLARION	CLARION	PA
CKB*	CLARKSBURG	CLARKSBURG	WV
CLT	CHARLOTTE	CHARLOTTE	NC
CMK	CARMEL	CARMEL	NY
COL	COLTS NECK	COLTS NECK	NJ
CRI	CANARSIE	CANARSIE	NY
CSG	COLUMBUS	COLUMBUS	GA
CSN	CASANOVA	CASANOVA	VA
CTY	CROSS CITY	CROSS CITY	FL
CVG	CINCINNATI	COVINGTON	KY
CVI	COFIELD	COFIELD	NC
DCA	WASHINGTON	WASHINGTON	DC
DCU*	DECATUR	DECATUR	AL
DNY	DELANCEY	DELANCEY	NY
ECB*	NEWCOMBE	NEWCOMBE	KY
EEN	KEENE	KEENE	NH
ELW	ELECTRIC CITY	ANDERSON	SC
ERI	ERIE	ERIE	PA
ESL	KESSEL	KESSEL	WV
ETG	KEATING	KEATING	PA
EUF*	EUFAULA	EUFAULA	AL
EWO	NEW HOPE	NEW HOPE	KY
FJC	ALLENTOWN	ALLENTOWN	PA
FLM	FALMOUTH	FALMOUTH	KY
FLO	FLORENCE	FLORENCE	SC
FQM	WILLIAMSPORT	WILLIAMSPORT	PA
GCV*	GREENE COUNTY	LEAKSVILLE	MS
GGT	GEORGETOWN	GEORGETOWN	NY
GHM*	GRAHAM	CENTERVILLE	TN
GNV*	GATORS	GAINESVILLE	FL
GQO	CHOO CHOO	CHATTANOOGA	TN
GRD	GREENWOOD	GREENWOOD	SC
HEZ	NATCHEZ	NATCHEZ	MS
HLI	HOLLY SPRINGS	HOLLY SPRINGS	MS
HMV	HOLSTON MOUNTAIN	HOLSTON MOUNTAIN	TN
HNK	HANCOCK	HANCOCK	NY
HNN*	HENDERSON	HENDERSON	WV
HRS*	HARRIS	HARRIS	GA
HTO	HAMPTON	EAST HAMPTON	NY
HUO	HUGUENOT	HUGUENOT	NY
IHD*	INDIAN HEAD	SEVEN SPRINGS	PA
LBV	LA BELLE	LA BELLE	FL
LDN	LINDEN	LINDEN	VA
LEB	LEBANON	LEBANON	NH
LGA	LA GUARDIA	NEW YORK	NY
LVZ	WILKES-BARRE	WILKES-BARRE	PA
LWB	GREENBRIER	LEWISBURG	WV
LWM	LAWRENCE	LAWRENCE	MA
LYH	LYNCHBURG	LYNCHBURG	VA
MCN	MACON	MACON	GA
MEM	MEMPHIS	MEMPHIS	TN
MHT	MANCHESTER	MANCHESTER	NH
MIP	MILTON	MILTON	PA
MSL	MUSCLE SHOALS	MUSCLE SHOALS	AL
MSS	MASSENA	MASSENA	NY
MXE	MODINA	MODINA	PA
MYS*	MYSTIC	MYSTIC	KY
ODF	FOOTHILLS	TOCCOA	SC
ODR	WOODRUM	WOODRUM	VA
OOD	WOODSTOWN	WOODSTOWN	NJ
ORW*	NORWICH	NORWICH	CT
PKD	PEACHTREE	ATLANTA	GA
PHK	PAHOKEE	PAHOKEE	FL
PSK	PULASKI	DUBLIN	VA

VOR MON PROGRAM—PHASE 2 CANDIDATE DISCONTINUANCE LIST (FY2021–FY2025)—Continued

ID	VOR Name	City	ST
PSM	PEASE	PORTSMOUTH	NH
PTW	POTTSTOWN	POTTSTOWN	PA
PUT	PUTNAM	PUTNAM	CT
PWL	PAWLING	POUGHKEEPSIE	NY
REC	REVLOC	REVLOC	PA
RKA	ROCKDALE	ROCKDALE	NY
ROA *	ROANOKE	ROANOKE	VA
SBY	SALISBURY	SALISBURY	MD
SFK	STONYFORK	STONYFORK	PA
SLT	SLATE RUN	SLATE RUN	PA
STW	STILLWATER	STILLWATER	NJ
SUG	SUGARLOAF MOUNTAIN	ASHEVILLE	NC
SWL	SNOW HILL	SNOW HILL	MD
TAY *	TAYLOR	TAYLOR	FL
TDI	TIDIOUTE	TIDIOUTE	PA
TEB	TETERBORO	TETERBORO	NJ
TGE *	TUSKEGEE	TUSKEGEE	AL
THS	ST THOMAS	ST THOMAS	PA
TRV	TREASURE	VERO BEACH	FL
UCA	UTICA	UTICA	NY
ULW	ELMIRA	ELMIRA	NY
VAN	VANCE	VANCE	SC
YRK	YORK	YORK	KY

Issued in Washington, DC, on July 19, 2016.

Leonixa Salcedo,

VOR MON Program Manager, AJM-324.

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DEPARTMENT OF LABOR

Employment and Training Administration

20 CFR Part 655

RIN 1290-AA31

Department of Labor Federal Civil Penalties Inflation Adjustment Act Catch-Up Adjustments; Correction

AGENCY: Employment and Training Administration, Department of Labor.

ACTION: Interim final rule; correction.

SUMMARY: The U.S. Department of Labor (DOL) is correcting an interim final rule published in the **Federal Register** on July 1, 2016 (81 FR 43430). The interim final rule adjusts the amounts of civil penalties assessed or enforced in its regulations pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990 as amended by the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015. That document inadvertently provided an incorrect authority citation when revising the general authority section for 20 CFR part 655. This document corrects the interim final rule by revising the appropriate authority section.

DATES: *Effective Date:* August 1, 2016.

FOR FURTHER INFORMATION CONTACT:

Pamela Peters, Program Analyst, U.S. Department of Labor, Room S-2312, 200 Constitution Avenue NW., Washington, DC 20210; telephone: (202) 693-5959 (this is not a toll-free number).

SUPPLEMENTARY INFORMATION: DOL published a document in the **Federal Register** on July 1, 2016 (81 FR 43430), which made inadvertent revisions to the authority citation for part 655.

In FR Doc. 2016-15378, published on July 1, 2016, (81 FR 43430), make the following correction:

PART 655—TEMPORARY EMPLOYMENT OF FOREIGN WORKERS IN THE UNITED STATES [Corrected]

■ 1. On page 43448, in the second and third columns, in part 655—Temporary Employment of Foreign Workers in the United States, the general authority citation is corrected to read as follows:

Authority: Section 655.0 issued under 8 U.S.C. 1101(a)(15)(E)(iii), 1101(a)(15)(H)(i) and (ii), 8 U.S.C. 1103(a)(6), 1182(m), (n) and (t), 1184(c), (g), and (j), 1188, and 1288(c) and (d); sec. 3(c)(1), Pub. L. 101-238, 103 Stat. 2099, 2102 (8 U.S.C. 1182 note); sec. 221(a), Pub. L. 101-649, 104 Stat. 4978, 5027 (8 U.S.C. 1184 note); sec. 303(a)(8), Pub. L. 102-232, 105 Stat. 1733, 1748 (8 U.S.C. 1101 note); sec. 323(c), Pub. L. 103-206, 107 Stat. 2428; sec. 412(e), Pub. L. 105-277, 112 Stat. 2681 (8 U.S.C. 1182 note); sec. 2(d), Pub. L. 106-95, 113 Stat. 1312, 1316 (8 U.S.C. 1182 note); 29 U.S.C. 49k; Pub. L. 107-296, 116 Stat. 2135, as amended; Pub. L. 109-423, 120 Stat. 2900; 8 CFR 214.2(h)(4)(i); and 8 CFR 214.2(h)(6)(iii).

Subpart A issued under 8 CFR 214.2(h).

Subpart B issued under 8 U.S.C.

1101(a)(15)(H)(ii)(a), 1184(c), and 1188; and 8 CFR 214.2(h).

Subparts F and G issued under 8 U.S.C. 1288(c) and (d); sec. 323(c), Pub. L. 103-206, 107 Stat. 2428; and 28 U.S.C. 2461 note, Pub. L. 114-74 at section 701.

Subparts H and I issued under 8 U.S.C. 1101(a)(15)(H)(i)(b) and (b)(1), 1182(n) and (t), and 1184(g) and (j); sec. 303(a)(8), Pub. L. 102-232, 105 Stat. 1733, 1748 (8 U.S.C. 1101 note); sec. 412(e), Pub. L. 105-277, 112 Stat. 2681; 8 CFR 214.2(h); and 28 U.S.C. 2461 note, Pub. L. 114-74 at section 701.

Subparts L and M issued under 8 U.S.C. 1101(a)(15)(H)(i)(c) and 1182(m); sec. 2(d), Pub. L. 106-95, 113 Stat. 1312, 1316 (8 U.S.C. 1182 note); Pub. L. 109-423, 120 Stat. 2900; and 8 CFR 214.2(h).

Signed at Washington, DC this 20th day of July, 2016.

Thomas E. Perez,

Secretary, U.S. Department of Labor.

[FR Doc. 2016-17552 Filed 7-25-16; 8:45 am]

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DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 510, 520, 522, 524, and 558

[Docket No. FDA-2014-N-0002]

New Animal Drugs; Change of Sponsor

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.