

Lists 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(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 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, effective September 15, 2020, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward From 700 Feet or More Above the Surface of the Earth.

* * * * *

AEA WV E5 Petersburg, WV [Amended]

Grant County Airport, WV
(Lat. 38°59'42" N, long. 79°08'45" W)

That airspace extending upward from 700 feet above the surface within a 14.2-mile radius of Grant County Airport.

Issued in College Park, Georgia, on October 13, 2020.

Andree C. Davis,

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

[FR Doc. 2020–23028 Filed 10–22–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 71**

[Docket No. FAA–2020–0135; Airspace Docket No. 19–ANM–17]

RIN 2120–AA66

Amendment of Air Traffic Service (ATS) Route V–187 Due to the Decommissioning of the McChord, WA, VOR

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the domestic VHF Omnidirectional Range

(VOR) Federal airway V–187 in the western United States. The FAA is taking this action due to the decommissioning of the McChord, WA, VOR portion of the VOR/Tactical Air Navigation (VORTAC) navigation aid (NAVAID), which provides navigation guidance for portions of the affected Air Traffic Service (ATS) route. The McChord, WA, VOR is being decommissioned due to ongoing maintenance problems.

DATES: Effective date 0901 UTC, February 25, 2021. The Director of the Federal Register approves this incorporation by reference action under title 1 Code of Federal Regulations part 51, subject to the annual revision of FAA Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11E, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at https://www.faa.gov/air_traffic/publications/. For further information, you can contact the Rules and Regulations Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11E at NARA, email: fedreg.legal@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT: Christopher McMullin, 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 modifies the air traffic service route structure in the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

History

The FAA published a notice of proposed rulemaking for Docket No. FAA–2020–0135 in the **Federal Register** (85 FR 13079; March 6, 2020) amending VOR Federal airway V–187. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

VOR Federal airways are published in paragraph 6010(a) of FAA Order 7400.11E dated July 21, 2020, and effective September 15, 2020, which is incorporated by reference in 14 CFR 71.1. The VOR Federal airway listed in this document will be subsequently published in the Order.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11E, Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020. FAA Order 7400.11E is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11E lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying VOR Federal airway V–187. The ATS route action is described below.

V–187: V–187 extends between the Socorro, NM, VORTAC, to the Astoria, OR, VOR. V–187 is amended on the segment between the intersection of Yakima 331° and Ellensburg 274° radials and the Olympia, WA, VOR. The amendment will stop at THICK intersection (INT Yakima, WA, 331° and Ellensburg, WA, 274° radials) and then resume at the Olympia, WA, VOR. The unaffected portion of the existing route will remain as charted. FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

Regulatory Notices and Analyses

The FAA has determined that this proposed 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 airspace action of amending VOR Federal airway V-187 qualifies for categorical exclusion under the National Environmental Policy Act 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). 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.

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§ 71.1 [Amended]

- 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.11E,

Airspace Designations and Reporting Points, dated July 21, 2020, and effective September 15, 2020, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal Airways.

* * * * *

V-187 [Amended]

From Socorow, NM; via INT Socorow 015° and Albuquerque, NM, 160° radials; Albuquerque, Rattlesnake, NM; 50 miles, 62 miles, 115 MSL, Grand Junction, CO; 75 miles, 50 miles, 112 MSL, Rock Springs, WY; 20 miles, 37 miles, 95 MSL, INT Rock Springs 026° and Riverton, WY, 180° radials; Riverton; Boysen Reservoir, WY; 9 miles, 78 miles, 105 MSL, Billings, MT; INT Billings 317° and Great Falls, MT, 122° radials; Great Falls; Missoula, MT; Nez Perce, ID; Pasco, WA; INT Pasco 321° and Ellensburg, WA, 107° radials; Ellensburg; INT Yakima 331° and Ellensburg 274° radials. From Olympia; to Astoria, OR.

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Issued in Washington, DC, on October 14, 2020.

Scott M. Rosenbloom,

Acting Manager, Rules and Regulations Group.

[FR Doc. 2020–23083 Filed 10–22–20; 8:45 am]

BILLING CODE 4910–13–P

AGENCY FOR INTERNATIONAL DEVELOPMENT

22 CFR Part 228

RIN 0412–AB02

Procurement of Certain Essential Medical Supplies To Address the COVID–19 Pandemic

AGENCY: Agency for International Development.

ACTION: Temporary final rule.

SUMMARY: The United States Agency for International Development (USAID) is issuing a Temporary Final Rule (TFR) amending *our regulations* to allow USAID to waive “Source and Nationality” rules to provide for increased flexibility, targeting, and speed of procurement of Essential Medical Supplies (EMS) required to address the COVID–19 pandemic worldwide.

DATES: *Effective date:* This rule is effective October 23, 2020 through April 30, 2021.

ADDRESSES: You may review the docket by searching for Docket ID [AID–2020–0004], via the Federal eRulemaking Portal: <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Natalie J. Freeman (or designee), Attorney Advisor, Office of the General

Counsel, USAID, 1300 Pennsylvania Ave. NW, Washington, DC 20523, GCFEDREGMailbox@usaid.gov.

SUPPLEMENTARY INFORMATION:

I. Background

A. The Current COVID–19 Pandemic in the United States

Coronavirus Disease 2019 (COVID–19) is a highly communicable infectious disease caused by Severe Acute Respiratory Syndrome Coronavirus 2 (SARS–CoV–2). On January 30, 2020, the Director-General of the World Health Organization (WHO) declared the outbreak of COVID–19 a Public Health Emergency of International Concern under the International Health Regulations. On January 31, 2020, the HHS Secretary declared COVID–19 a Public Health Emergency under Section 319 of the Public Health Service (PHS) Act. *42 U.S.C. 247d*. On March 11, 2020, the WHO declared the COVID–19 outbreak a pandemic. On March 13, 2020, the President issued a declaration of a national emergency under Sections 201 and 301 of the National Emergencies Act, *50 U.S.C. 1601–1651*, and consistent with Section 1135 of the Social Security Act, *42 U.S.C. 1320b–5*. See *Proclamation on Declaring a National Emergency Concerning the Novel Coronavirus Disease (COVID–19) Outbreak*.

On March 13, 2020, the President also declared a nationwide emergency under Section 501(b) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, *42 U.S.C. 5121–5207* (the “Stafford Act”), authorizing FEMA to provide assistance for emergency protective measures to respond to the COVID–19 pandemic. Under the Stafford Act, FEMA may direct USAID, through a Mission Assignment, to use its authorities and resources to meet domestic needs, including making available any EMS to FEMA.

As of May 21, 2020, there were over 1.5 million confirmed cases of COVID–19 in the United States, resulting in over 93,000 deaths due to the disease, with new cases and fatalities being reported daily. Worldwide, there have been over 5 million confirmed cases, resulting in over 328,000 deaths. Presently, there is no vaccine that can prevent infection with COVID–19, nor is there currently any FDA-approved post-exposure prophylaxis for people who may have been exposed to COVID–19. Treatment is limited to supportive (or palliative) care for patients who need it. Clinical management for hospitalized patients with COVID–19 is focused on supportive care for complications, including supplemental oxygen and