Amendment Number 10 Effective Date: May 31, 2016, as corrected
(ADAMS Accession No. ML17236A452).
Amendment Number 11 Effective Date: February 25, 2019, as corrected
(ADAMS Accession No. ML19343B024).
Amendment Number 12 Effective Date: February 25, 2019, as corrected
on May 30, 2019 (ADAMS Accession No. ML19109A111); further corrected
December 23, 2019 (ADAMS Accession No. ML19343A915).
Amendment Number 13 Effective Date: May 13, 2019, as corrected on
May 30, 2019 (ADAMS Accession No. ML19109A122); further corrected
December 23, 2019 (ADAMS Accession No. ML19343B156).
Amendment Number 14 Effective Date: December 17, 2019, as corrected
(ADAMS Accession No. ML19343B287).
Amendment Number 15 Effective Date: June 14, 2021.

Safety Analysis Report (SAR)
Submitted by: Holtec International.
SAR Title: Final Safety Analysis Report for the HI–STORM 100 Cask System.
Docket Number: 72–1014.
Model Number: HI–STORM 100.
* * * * *
Dated this March 16, 2021.
For the Nuclear Regulatory Commission.
Margaret M. Doane,
Executive Director for Operations.
[FR Doc. 2021–06330 Filed 3–26–21; 8:45 am]
BILLING CODE 7590–01–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 71
[Docket No. FAA–2020–0944; Airspace Docket No. 20–ACE–26]
RIN 2120–AA66
Amendment of V–67, V–190, and V–429; Establishment of T–312; and
Revocation of V–125 and V–335 in the Vicinity of Marion, IL
AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.

SUMMARY: This action amends VHF Omnidirectional Range (VOR) Federal
route T–312; and removes VOR Federal airways V–125 and V–335 in the
vicinity of Marion, IL. The Air Traffic Service (ATS) route modifications are
necessary due to the planned decommissioning of the VOR portion of the
Marion, IL, VOR/Distance Measuring Equipment (VOR/DME)
navigation aid (NAVAID). With the exception of the RNAV route T–312, the
Marion VOR/DME NAVAID provides navigation guidance for portions of the
affected ATS routes. The VOR is being decommissioned as part of the FAA’s
VOR Minimum Operational Network (MON) program.

DATES: Effective date 0901 UTC, June 17, 2021. 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 7400.11 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: Colby Abbott, Rules and Regulations
Group, Office of Policy, Federal Aviation Administration, 800

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
route structure as necessary, to preserve the safe and efficient flow of air traffic
within the National Airspace System.

History
The FAA published a notice of
proposed rulemaking (NPRM) for
Docket No. FAA–2020–0944 in the
Federal Register (85 FR 76212; November 13, 2020), amending VOR
Federal airways V–67, V–190, and V–429; establishing RNAV route T–312;
and removing VOR Federal airways V–125 and V–335 in the vicinity of
Marion, IL. The proposed amendment, establishment, and revocation actions
were due to the planned decommissioning of the VOR portion of the
Marion, IL, VOR/DME NAVAID. Interested parties were invited to
participate in this rulemaking effort by submitting written comments on the
proposals. No comments were received. Subsequent to the NPRM, the FAA
published a notice of
proposed rulemaking for Docket No.
FAA–2020–0944 in the Federal
Register (85 FR 76212; November 13,
2020), correcting the airspace docket
number for this action that was
published in the NPRM. The correction
changed all of the airspace
docket number references from “20–AGL–26”
to “20–ACE–26.” The correct airspace
docket number for this action is
20–ACE–26 and is included in this rule.
VOR Federal airways are published in
paragraph 6010(a) and RNAV T-routes
are published in paragraph 6011 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 airways 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 14 CFR part 71
by modifying VOR Federal airways
V–67, V–190, and V–429; establishing
RNAV route T–312; and removing VOR
Federal airways V–125 and V–335. The
planned decommissioning of the VOR
portion of the Marion, IL, VOR/DME
NAVAID has made this action
necessary.

The VOR Federal airway changes are
outlined below:
V–67: V–67 extends between the Choo
Choo, TN, VOR/Tactical Air Navigation


(VORTAC) and the Shelbyville, TN, VOR/DME; and between the Cunningham, KY, VOR/DME and the Rochester, MN, VOR/DME. The airway segment overlying the Marion, IL, VOR/DME between the Cunningham, KY, VOR/DME and the Centralia, IL, VORTAC is removed due to the Marion VOR being decommissioned. Additionally, the airway segment between the Centralia, IL, VORTAC and the VOR being decommissioned. VOR/DME 162° DME and the Centralia, IL, is removed due to V–313 overlaying the same airway segment. The unaffected portions of the existing airway remain as charted.

V–125: V–125 extends between the intersection of the Farmington, MO, VORTAC 046° and Marion, IL, VOR/DME 282° radials (NIKEL fix) and the St Louis, MO, VORTAC. The airway is removed in its entirety.

V–190: V–190 extends between the Phoenix, AZ, VORTAC and the Pocket City, IN, VORTAC. The airway segment overlying the Marion, IL, VOR/DME between the Farmington, MO, VORTAC and the Pocket City, IN, VORTAC is removed. The unaffected portions of the existing airway remain as charted.

V–335: V–335 extends between the St Louis, MO, VORTAC and the Marion, IL, VOR/DME. The airway is removed in its entirety.

V–429: V–429 extends between the Marion, IL, VOR/DME and the Bible Grove, IL, VORTAC; and between the Champaign, IL, VORTAC and the Joliet, IL, VOR/DME. The airway segment overlying the Marion, IL, VOR/DME between the Marion, IL, VOR/DME and the Bible Grove, IL, VORTAC is removed. The unaffected portions of the existing airway remain as charted.

The new RNAV T-route is outlined below.

T–312: T–312 is a new route that extends between the Hill City, KS, VORTAC and the Pocket City, IN, VORTAC. This RNAV route mitigates the loss of the V–190 airway segment removed between the Farmington, MO, VORTAC and the Pocket City, IN, VORTAC as noted above and provides RNAV routing capability from the Hill City, KS, area eastward to the Pocket City, IN, area.

All NAVAID radials in the VOR Federal airway descriptions below are unchanged and stated in True degrees.

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 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.

Environmental Review

The FAA has determined that this action of modifying VOR Federal airways V–67, V–190, and V–429; establishing RNAV route T–312; and removing VOR Federal airways V–125 and V–335, due to the planned decommissioning of the VOR portion of the Marion, IL, VOR/DME NAVAID, 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). 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 part 71 continues to read as follows:


§ 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–67 [Amended] From Choo Choo, TN; to Shelbyville, TN. From INT Centralia, IL, 010° and Vandalia, IL, 162° radials; Vandalia; Spinner, IL; Burlington, IA; Iowa City, IA; Cedar Rapids, IA; Waterloo, IA; to Rochester, MN.

V–125 [Removed]

V–190 [Amended] From Phoenix, AZ; St. Johns, AZ; Albuquerque, NM; Fort Union, NM; Dalhart, TX; Mitbee, OK; INT Mitbee 059° and Pioneer, OK, 280° radials; Pioneer; INT Pioneer 094° and Bartlesville, OK, 256° radials; Bartlesville; INT Bartlesville 075° and Oswego, KS, 233° radials; Oswego; INT Oswego 085° and Springfield, MO, 261° radials; Springfield; Maples, MO; to Farmington, MO.

V–335 [Removed]

V–429 [Amended] From Champaign, IL; Roberts, IL; to Joliet, IL.

Paragraph 6011 United States Area Navigation Routes.

T–312 HILL CITY, KS (HLC) TO POCKET CITY, IN (PXV) [NEW]

Hill City, KS (HLC) VORTAC (Lat. 39°15’31.49" N, long. 100°13’33.06" W)
DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71


RIN 2120–AA66

Revocation, Amendment, and Establishment of Multiple Air Traffic Service (ATS) Routes Due to the Decommissioning of the Greene County, MS, VOR

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Final rule; withdrawal.

SUMMARY: This action withdraws the final rule published in the Federal Register on August 20, 2020, removing Jet Route J–590, amending VHF Omnidirectional Range (VOR) Federal Airways V–11 and V–70, and establishing RNAV routes T–362 and T–365 due to the planned decommissioning of the VOR portion of the Greene County, MS, VORTAC. A final rule, delay of effective date was published in the Federal Register for Docket No. FAA–2019–0815 (85 FR 64377; October 13, 2020) to delay the effective date to coincide with the anticipated completion of flight inspection activities associated with related VOR MON program instrument procedure amendments and the associated flight inspection activities required to adopt those amendments have continued. As a result, the Greene County, MS, VOR decommissioning has been slipped to October 10, 2023.

FAA’s Conclusions

The FAA has reviewed the Greene County, MS, VOR decommissioning project and determined additional time is required to complete the related instrument procedure amendments and associated flight inspection activities to ensure an efficient implementation and integration with other ongoing VOR MON program activities. Therefore, the final rule is being withdrawn. The existing ATS routes (J–590, V–11, and V–70) addressed in the final rule remain unchanged and the new RNAV T–routes (T–362 and T–365) are not established.

The FAA will publish a new notice of proposed rulemaking action at a later date, using a new airspace docket number, to coincide with the slipped Greene County, MS, VOR decommissioning now planned for October 5, 2023.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Withdrawal

Accordingly, pursuant to the authority delegated to me, the final rule published in the Federal Register on August 20, 2020 (85 FR 51329), FR Doc. 2020–18253, is hereby withdrawn.


Issued in Washington, DC, on March 24, 2021.

George Gonzalez,
Acting Manager, Rules and Regulations Group.

[FR Doc. 2021–06389 Filed 3–26–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF ENERGY

Federal Energy Regulatory Commission

18 CFR Parts 153 and 157

[Docket No. RM20–18–000]

Waiver of the Water Quality Certification Requirements of Section 401(a)(1) of the Clean Water Act

AGENCY: Federal Energy Regulatory Commission, Department of Energy.

ACTION: Final rule.

SUMMARY: In this final rule, the Federal Energy Regulatory Commission (Commission) is amending its regulations pursuant to section 401(a)(1) of the Clean Water Act to establish a categorical reasonable period of time for a state or tribal certifying authority to act on a water quality certification request for proposed natural gas and liquified natural gas projects. The Commission is allowing certifying authorities up to one year after receipt of a request for water quality