

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

This document amends FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021. FAA Order JO 7400.11F is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11F lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

### The Rule

This amendment to 14 CFR part 71 amends the Class E airspace extending upward from 700 feet above the surface to within a 6.5-mile (increased from a 6.3-mile) radius of Grove Municipal Airport, Grove, OK; removes the extensions south and north of Grove Municipal Airport from the airspace legal description as they are no longer needed; removes the Grove General Hospital Heliport, Grove, OK, and the associated airspace as the instrument procedures to the heliport have been cancelled and the airspace is no longer required; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database.

This action is the result of an airspace review conducted as part of the decommissioning of the Neosho VOR, which provided navigation information for the instrument procedures at this airport, as part of the VOR MON Program.

FAA Order JO 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 regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current, is non-controversial and unlikely to result in adverse or negative comments. It, therefore: (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 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 action qualifies for categorical exclusion under the National Environmental Policy Act in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures," paragraph 5–6.5.a. 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.

### 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 JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

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

\* \* \* \* \*

#### **ASW OK E5 Grove, OK [Amended]**

Grove Municipal Airport, OK  
(Lat. 36°36'24" N, long. 94°44'19" W)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Grove Municipal Airport.

Issued in Fort Worth, Texas, on March 10, 2022.

**Martin A. Skinner,**

*Acting Manager, Operations Support Group,  
ATO Central Service Center.*

[FR Doc. 2022–05433 Filed 3–14–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA–2022–0029; Airspace Docket No. 21–AEA–19]

RIN 2120–AA66

#### **Amendment of Area Navigation (RNAV) Routes Q–140 and Q–812; NY**

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

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

**SUMMARY:** This action amends the descriptions of Area Navigation (RNAV) routes Q–140 and Q–812 by changing the spelling of one waypoint (WP) in the descriptions of the routes. The geographic position of the WP remains unchanged.

**DATES:** Effective date 0901 UTC May 19, 2022. 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 JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](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. FAA Order JO 7400.11F is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order JO 7400.11F at NARA, email: [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, 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 route structure as necessary to preserve the safe and efficient flow of air traffic within the NAS.

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

This document amends FAA Order JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021. FAA Order JO 7400.11F is publicly available as listed in the ADDRESSES section of this document. FAA Order JO 7400.11F 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 editing the descriptions of RNAV routes Q–140 and Q–812 to change the spelling of the waypoint (WP) “ARKKK, NY,” to “ARRKK, NY.” This is an editorial change only. The latitude/longitude coordinates of the WP remain unchanged, and the alignment of the routes is the same as currently depicted on aeronautical charts.

Because this action is a minor editorial change that does not alter the currently charted alignment, altitudes, or Air Traffic Control procedures for navigation along RNAV routes Q–140 and Q–812, I find that notice and public procedure under 5 U.S.C § 553(b) are unnecessary and contrary to the public interest.

United States Area Navigation Routes are published in paragraph 2006, and Canadian Area Navigation Routes are published in paragraph 2007, respectively, of FAA JO Order 7400.11F dated August 10, 2021, and effective

September 15, 2021, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document will be published subsequently in the Order.

FAA Order JO 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 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 editorial change to the descriptions of RNAV routes Q–140 and Q–812 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. Accordingly, 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).

**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(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 JO 7400.11F, Airspace Designations and Reporting Points, dated August 10, 2021, and effective September 15, 2021, is amended as follows:

*Paragraph 2006 Subpart A—United States Area Navigation Routes.*

\* \* \* \* \*

**Q–140 WOBED, WA to YODAA, NY [Amended]**

WOBED, WA	WP	(Lat. 48°36'01.07" N, long. 122°49'46.52" W)
GETNG, WA	WP	(Lat. 48°25'30.57" N, long. 119°31'38.98" W)
CORDU, ID	Fix	(Lat. 48°10'46.41" N, long. 116°40'21.84" W)
PETTY, MT	WP	(Lat. 47°58'46.55" N, long. 114°36'20.31" W)
CHOTE, MT	Fix	(Lat. 47°39'56.68" N, long. 112°09'38.13" W)
LEWIT, MT	WP	(Lat. 47°23'00.21" N, long. 110°08'44.78" W)
SAYOR, MT	Fix	(Lat. 47°13'58.34" N, long. 104°58'39.28" W)
WILTN, ND	Fix	(Lat. 47°04'58.09" N, long. 100°47'43.84" W)
TTAIL, MN	WP	(Lat. 46°41'28.00" N, long. 096°41'09.00" W)
CESNA, WI	WP	(Lat. 45°52'14.00" N, long. 092°10'59.00" W)
WISCN, WI	WP	(Lat. 45°18'19.45" N, long. 089°27'53.91" W)
EEGEE, WI	WP	(Lat. 45°08'53.00" N, long. 088°45'58.00" W)
DAYYY, MI	WP	(Lat. 44°10'10.00" N, long. 084°22'23.00" W)
RUBKI, Canada	WP	(Lat. 44°14'54.82" N, long. 082°16'07.65" W)
PEPLA, Canada	WP	(Lat. 43°47'50.98" N, long. 080°00'53.56" W)
SIKBO, Canada	WP	(Lat. 43°39'13.00" N, long. 079°20'57.00" W)
MEDAV, Canada	WP	(Lat. 43°29'19.00" N, long. 078°45'46.00" W)
AHPAH, NY	WP	(Lat. 43°18'19.00" N, long. 078°07'35.11" W)
HANKK, NY	Fix	(Lat. 42°53'41.82" N, long. 077°09'15.21" W)
BEEPS, NY	Fix	(Lat. 42°49'13.26" N, long. 076°59'04.84" W)

EXTOL, NY	Fix	(Lat. 42°39'27.69" N, long. 076°37'06.10" W)
MEMMS, NY	Fix	(Lat. 42°30'59.71" N, long. 076°18'15.43" W)
KODEY, NY	Fix	(Lat. 42°16'47.53" N, long. 075°47'04.00" W)
ARRKK, NY	WP	(Lat. 42°03'48.52" N, long. 075°19'00.41" W)
RODY, NY	WP	(Lat. 41°52'25.85" N, long. 074°35'49.39" W)
YODAA, NY	Fix	(Lat. 41°43'21.19" N, long. 074°01'52.76" W)
Excluding the airspace within Canada.		

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Paragraph 2007 Subpart A—Canadian Area Navigation Routes.

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**Q-812 TIMMR, ND to GAYEL, NY [Amended]**

TIMMR, ND	Fix	(Lat. 46°22'49.49" N, long. 100°54'29.80" W)
WELOK, MN	WP	(Lat. 45°41'26.32" N, long. 094°15'28.74" W)
CEWDA, WI	WP	(Lat. 44°48'32.00" N, long. 088°33'00.00" W)
ZOHAN, MI	WP	(Lat. 43°55'57.00" N, long. 084°23'09.00" W)
NOSIK, Canada	WP	(Lat. 43°59'00.00" N, long. 082°11'52.30" W)
AGDOX, Canada	WP	(Lat. 43°17'01.71" N, long. 079°05'29.29" W)
KELTI, NY	WP	(Lat. 43°16'57.00" N, long. 078°56'00.00" W)
AHPAH, NY	WP	(Lat. 43°18'19.00" N, long. 078°07'35.11" W)
GOATR, NY	WP	(Lat. 43°17'26.08" N, long. 076°39'07.75" W)
Syracuse, NY (SYR)	VORTAC	(Lat. 43°09'37.87" N, long. 076°12'16.41" W)
FABEN, NY	WP	(Lat. 42°51'12.04" N, long. 075°57'07.91" W)
LOXXE, NY	Fix	(Lat. 42°34'29.55" N, long. 075°43'33.49" W)
ARRKK, NY	WP	(Lat. 42°03'48.52" N, long. 075°19'00.41" W)
STOMP, NY	WP	(Lat. 41°35'46.78" N, long. 074°47'47.79" W)
MSLIN, NY	Fix	(Lat. 41°29'30.82" N, long. 074°33'14.28" W)
GAYEL, NY	Fix	(Lat. 41°24'24.09" N, long. 074°21'25.75" W)
Excluding the airspace within Canada.		

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Issued in Washington, DC, on March 9, 2022.

**Scott M. Rosenbloom,**  
 Manager, Airspace Rules and Regulations.  
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**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA-2021-0920; Airspace Docket No. 21-ASW-7]

**RIN 2120-AA66**

**Establishment of United States Area Navigation (RNAV) Routes; South and Central United States**

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

**ACTION:** Final rule.

**SUMMARY:** This action establishes three United States Area Navigation (RNAV) routes, designated T-370, T-398, and T-419, in the south and central United States. These routes supplement certain VHF Omnidirectional Range (VOR) Federal airways in support of the VOR Minimum Operational Network (MON) program, and they expand the availability of RNAV routing in the National Airspace System (NAS).

**DATES:** Effective date 0901 UTC, May 19, 2022. 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 JO 7400.11 and publication of conforming amendments.

**ADDRESSES:** FAA Order JO 7400.11F, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](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. FAA Order JO 7400.11F is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order JO 7400.11F at NARA, email: [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, 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 route structure as necessary to preserve the safe and efficient flow of air traffic within the NAS.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA-2021-0920, in the **Federal Register** (86 FR 60186; November 1, 2021), to establish new RNAV routes T-370, T-398, and T-419 in the southern and central United States. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. One comment was received, but no specifics pertaining to the proposal were included.

United States RNAV T-routes are published in paragraph 6011 of FAA Order JO 7400.11F, dated August 10, 2021, and effective September 15, 2021, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document would be subsequently published in FAA Order JO 7400.11.