

guide (Revision 1) describes an approach that is acceptable to the NRC staff to meet the regulatory requirements for installation, inspection, and testing for Class 1E power, instrumentation, and control equipment at production and utilization facilities. RG 1.30, Revision 1 endorses, with a clarification, Institute of Electrical and Electronics Engineers (IEEE) Standard 336–2020, “IEEE Recommended Practice for Installation, Inspection, and Testing for Class 1E Power, Instrumentation, and Control Equipment at Nuclear Facilities.”

II. Additional Information

The NRC published a notice of the availability of DG–1419 in the **Federal Register** on December 20, 2023 (88 FR 87967) for a 30-day public comment period. The public comment period closed on January 19, 2024. Public comments on DG–1419 and the staff responses to the public comments are available in ADAMS under Accession No. ML24040A165.

As noted in the **Federal Register** on December 9, 2022 (87 FR 75671), this document is being published in the “Rules” section of the **Federal Register** to comply with publication requirements under chapter I of title 1 of the *Code of Federal Regulations* (CFR).

III. Congressional Review Act

This RG is a rule as defined in the Congressional Review Act (5 U.S.C. 801–808). However, the Office of Management and Budget has not found it to be a major rule as defined in the Congressional Review Act.

IV. Backfitting, Forward Fitting, and Issue Finality

Issuance of RG 1.30, Revision 1, does not constitute backfitting as that term is defined in 10 CFR 50.109, “Backfitting,” and as described in NRC Management Directive (MD) 8.4, “Management of Backfitting, Forward Fitting, Issue Finality, and Information Requests”; affect the issue finality of an approval issued under 10 CFR part 52, “Licenses, Certifications, and Approvals for Nuclear Power Plants”; or constitute forward fitting as that term is defined and described in MD 8.4 because, as explained in RG 1.30, Revision 1, licensees are not required to comply with the positions set forth in the RG.

V. Submitting Suggestions for Improvement of Regulatory Guides

A member of the public may, at any time, submit suggestions to the NRC for improvement of existing RGs or for the development of new RGs. Suggestions

can be submitted on the NRC’s public website at <https://www.nrc.gov/reading-rm/doc-collections/reg-guides/contactus.html>. Suggestions will be considered in future updates and enhancements to the “Regulatory Guide” series.

Dated: April 18, 2024.

For the Nuclear Regulatory Commission.

Meraj Rahimi,

Chief, Regulatory Guide and Programs Management Branch, Division of Engineering, Office of Nuclear Regulatory Research.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2023–2247; Airspace Docket No. 23–ACE–4]

RIN 2120–AA66

Amendment of VOR Federal Airway V–132 and Revocation of VOR Federal Airways V–131, V–307, and V–350 in the Vicinity of Chanute, KS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Very High Frequency Omnidirectional Range (VOR) Federal Airway V–132 and revokes VOR Federal Airways V–131, V–307, and V–350. The FAA is taking this action due to the planned decommissioning of the VOR portion of the Chanute, KS (CNU), VOR/Distance Measuring Equipment (VOR/DME) navigational aid (NAVAID). The Chanute VOR is being decommissioned in support of the FAA’s VOR Minimum Operational Network (MON) program.

DATES: Effective date 0901 UTC, July 11, 2024. 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: A copy of the Notice of Proposed Rulemaking (NPRM), all comments received, this final rule, and all background material may be viewed online at www.regulations.gov using the FAA Docket number. Electronic retrieval help and guidelines are available on the website. It is available 24 hours each day, 365 days each year.

FAA Order JO 7400.11H, Airspace Designations and Reporting Points, and subsequent amendments can be viewed

online at www.faa.gov/air_traffic/publications/. You may also contact the Rules and Regulations Group, Office of Policy, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783.

FOR FURTHER INFORMATION CONTACT:

Colby Abbott, 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 (ATS) 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 for Docket No. FAA–2023–2247 in the **Federal Register** (88 FR 78265; November 15, 2023), proposing to amend VOR Federal Airway V–132 and revoke VOR Federal Airways V–131, V–307, and V–350 due to the planned decommissioning of the VOR portion of the Chanute, KS, VOR/DME NAVAID. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

Incorporation by Reference

VOR Federal airways are published in paragraph 6010(a) of FAA Order JO 7400.11, Airspace Designations and Reporting Points, which is incorporated by reference in 14 CFR 71.1 on an annual basis. This document amends the current version of that order, FAA Order JO 7400.11H, dated August 11, 2023, and effective September 15, 2023. FAA Order JO 7400.11H is publicly available as listed in the **ADDRESSES** section of this document. These amendments will be published in the next update to FAA Order JO 7400.11.

FAA Order JO 7400.11H lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This action amends 14 CFR part 71 by amending VOR Federal Airway V-132 and revoking VOR Federal Airways V-131, V-307, and V-350 due to the planned decommissioning of the VOR portion of the Chanute, KS, VOR/DME NAVAID. The airway actions are described below.

V-131: Prior to this final rule, V-131 extended between the Okmulgee, OK, VOR/DME and the Topeka, KS, VOR/Tactical Air Navigation (VORTAC). The airway segment between the Tulsa, OK, VORTAC and the Topeka VORTAC is removed due to the planned decommissioning of the Chanute VOR. Additionally, the airway segment between the Okmulgee VOR/DME and the Tulsa VORTAC is also removed since that airway segment overlaps V-161, which will remain charted and provide navigational guidance between the two NAVAIDs. As a result, the airway is removed in its entirety.

V-132: Prior to this final rule, V-132 extended between the Medicine Bow, WY, VOR/DME and the intersection of the Forney, MO, VOR 086° and Vichy, MO, VOR/DME 156° radials (LENOX Fix), excluding that portion of the airway within restricted areas R-4501A, R-4501B, R-4501C, and R-4501D during their time of activation. The airway segment between the Hutchinson, KS, VOR/DME and the Springfield, MO, VORTAC is removed. Additionally, that portion of the airway within restricted areas R-4501E, R-4501F, and R-4501H is also excluded during the restricted areas times of activation since those restricted areas also fall within 4 nautical miles of the airway. As amended, the airway is changed to now extend between the Medicine Bow VOR/DME and the Hutchinson VOR/DME, and between the Springfield VORTAC and the intersection of the Forney VOR 086° and Vichy VOR/DME 156° radials (LENOX Fix), excluding the portion within all 7 restricted areas of the R-4501 restricted area complex.

V-307: Prior to this final rule, V-307 extended between the Chanute, KS, VOR/DME and the Emporia, KS, VORTAC. The airway is removed in its entirety.

V-350: Prior to this final rule, V-350 extended between the Wichita, KS, VORTAC and the Chanute, KS, VOR/DME. The airway is removed in its entirety.

The NAVAID radials listed in the V-132 description in the regulatory text of

this final rule are unchanged and stated in degrees True north.

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 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 of amending VOR Federal Airway V-132 and revoking VOR Federal Airways V-131, V-307, and V-350, due to the planned decommissioning of the VOR portion of the Chanute, KS, 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); and paragraph 5-6.5k, which categorically excludes from further environmental impact review publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. 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 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 7400.11H, Airspace Designations and Reporting Points, dated August 11, 2023, and effective September 15, 2023, is amended as follows:

Paragraph 6010(a) Domestic VOR Federal Airways.

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V-131 [Removed]

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V-132 [Amended]

From Medicine Bow, WY; INT Medicine Bow 106° and Cheyenne, WY, 330° radials; Cheyenne; Akron, CO; 17 miles, 49 miles, 59 MSL, Goodland, KS; 50 miles, 97 miles, 65 MSL, to Hutchinson, KS. From Springfield, MO; INT Springfield 058° and Forney, MO, 266° radials; Forney; to INT Forney 086° and Vichy, MO, 156° radials, excluding that portion within R-4501A, R-4501B, R-4501C, R-4501D, R-4501E, R-4501F, and R-4501H during their time of activation.

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V-307 [Removed]

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V-350 [Removed]

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Issued in Washington, DC, on April 18, 2024.

Frank Lias,

Manager, Rules and Regulations Group.

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