

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

[Docket No. FAA–2022–0123; Airspace
Docket No. 22–ANE–01]

RIN 2120–AA66

**Establishment of Class E Airspace;
Jaffrey, NH**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes Class E airspace extending upward from 700 feet above the surface for Jaffrey/Silver Ranch Airport, Jaffrey, NH, to accommodate area navigation (RNAV) global positioning system (GPS) standard instrument approach procedures (SIAPs) serving this airport. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area.

DATES: Effective 0901 UTC, July 14, 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/. For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; Telephone: (202) 267–8783.

FOR FURTHER INFORMATION, CONTACT: John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; Telephone (404) 305–6364.

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 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 establishes Class E airspace for Jaffrey/Silver Ranch Airport, Jaffrey, NH, to support IFR operations in the area.

History

The FAA published a notice of proposed rulemaking in the **Federal Register** (87 FR 12408, March 4, 2022) for Docket No. FAA–2022–0123 to establish Class E airspace extending upward from 700 feet above the surface for Jaffrey/Silver Ranch Airport, Jaffrey, NH.

Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. No comments were received.

Class E airspace designations are published in Paragraph 6005 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 Class E airspace designations listed in this document will be published subsequently in FAA Order JO 7400.11.

**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 routes, and reporting points.

The Rule

The FAA is amending 14 CFR part 71 by establishing Class E airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Jaffrey/Silver Ranch Airport, Jaffrey, NH, providing the controlled airspace required to support RNAV (GPS) standard instrument approach procedures for IFR operations at this airport.

Class E airspace designations are published in Paragraph 6005 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 Class E airspace designations listed in this document will be published subsequently in the FAA Order JO 7400.11.

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 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 minimal. Since this is a routine matter that only affects air traffic procedures an 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 5–6.5a. 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.*

* * * * *

ANE MA E5 Jaffrey, NH [Established]

Jaffrey/Silver Ranch Airport, NH
(Lat. 42°48'18" W "N, long. 72°00'11" W)

That airspace extending upward from 700 feet above the surface within a 7.1-mile radius of Jaffrey/Silver Ranch Airport.

Issued in College Park, Georgia, on May 2, 2022.

Andree C. Davis,

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

[FR Doc. 2022-09720 Filed 5-9-22; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 91**

[Docket No. FAA-2022-0619]

**Statement of Policy on Performance
Requirements for Operators of Aircraft
That Are Equipped With Automatic
Dependent Surveillance-Broadcast
(ADS-B) Out**

AGENCY: Federal Aviation
Administration (FAA), Department of
Transportation (DOT).

ACTION: Policy statement.

SUMMARY: This action announces revisions to the FAA's policy on performance requirements for aircraft with Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment using the Selective Availability (SA)-Aware receivers in ADS-B rule airspace. The FAA will no longer expect aircraft with this equipment to perform a preflight availability prediction before operating in ADS-B rule airspace.

DATES: The policy described herein is effective May 10, 2022.

FOR FURTHER INFORMATION CONTACT: For technical information concerning this action, contact James Marks, Flight Technologies and Procedures Division, Aviation Safety, at (202) 267-8790.

SUPPLEMENTARY INFORMATION:**Authority for This Action**

The FAA's authority to issue rules on aviation safety is found in Title 49 of the United States Code (49 U.S.C.). 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.

The ADS-B Out equipage and performance requirements in §§ 91.225 (Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment and

use) and 91.227 (Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment performance requirements) of title 14 of the Code of Federal Regulations (14 CFR) were promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103 (Sovereignty and Use of Airspace) and in Subpart III, Section 44701 (General Requirements). Under Section 40103, the FAA is charged with prescribing regulations on the flight of aircraft (including regulations on safe altitudes) for navigating, protecting, and identifying aircraft and the efficient use of the navigable airspace. Under section 44701, the FAA is charged with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce.

In § 91.227, the FAA set forth the ADS-B Out equipment performance requirements including accuracy and integrity performance standards. This policy statement is within the scope of the FAA's authority and informs operators equipped with Selective Availability (SA)-Aware receivers about a change to the FAA policy requiring they perform preflight availability predictions to ensure their avionics broadcast elements required by § 91.227 as part of their § 91.103 (Preflight Action) obligations.

I. Background

In 2010, the FAA issued a final rule prescribing equipage requirements and performance standards for ADS-B Out avionics on aircraft operating in certain airspace after January 1, 2020.¹ ADS-B Out is an advanced surveillance technology that combines an aircraft's position source, other aircraft avionics, and a ground receiver infrastructure to create an accurate and shared surveillance picture between aircraft and air traffic control (ATC). ADS-B Out provides air traffic controllers with real-time position information that is, in most cases, more accurate than the information available with current radar-based systems. With more accurate information, ATC will be able to position and separate aircraft with improved precision and timing so that efficiency and capacity will increase beyond current levels to meet the predicted demand for ATC services while maintaining or improving safety.

¹ Final Rule, Automatic Dependent Surveillance-Broadcast (ADS-B) Out Performance Requirements to Support Air Traffic Control (ATC), 75 FR 30160 (May 28, 2010).

ADS-B Position Sources

Aircraft with ADS-B Out equipment continually broadcast information, such as identification, position, altitude, and velocity, through an onboard transmitter, which can be received by ADS-B ground stations (or satellite receivers) and by other aircraft appropriately equipped to receive this information. The ADS-B Out rule specifies the aircraft's ADS-B Out equipment performance requirements for each flight in rule airspace rather than requiring any particular type of position source. All currently approved position sources rely on a Global Positioning System (GPS) receiver.² The quality of each type of receiver can be described by its "rule performance" availability, which means the GPS receiver's ability to achieve the performance requirements of § 91.227(c)(1)(i) and (iii) for navigation accuracy category for position (NACp) and navigation integrity category (NIC). Technical Standard Order (TSO)-C166b and TSO-C154c contain the avionics standards for outputting NACp and NIC.

FAA ADS-B Service Availability Prediction Tool (SAPT)

The ADS-B Service Availability Prediction Tool (SAPT) is a preflight resource developed by the FAA, that predicts the ability of standard GPS receivers to meet the requirements of § 91.227(c)(1)(i) and (iii) along a given route of flight. This prediction is based on the ability of the aircraft's position source (e.g., GPS receiver) to meet ADS-B performance requirements based on the type of GPS receiver (FAA TSOs C129, C129a, C145c/C146c, and C196) and the predicted status of the GPS constellation. The SAPT also evaluates if backup surveillance is available where position source performance is predicted to fall below requirements.³ The ADS-B SAPT is primarily intended for pilots, dispatchers, and commercial operators to verify their predicted position source performance before flight and ensure compliance with the ADS-B Out rule.⁴

Exemption No. 12555

In April 2015, Airlines for America (A4A) petitioned the FAA, on behalf of

² GPS is a specific type of Global Navigation Satellite System (GNSS).

³ FAA plans to begin divestiture of some radar infrastructure as part of the transition to a satellite-based navigation and surveillance system. During the period from 2020 to 2025, FAA's planned radar divestitures will focus primarily on eliminating redundant/overlapping radars.

⁴ For more information on the SAPT, the FAA has developed the ADS-B SAPT/Receiver Autonomous Integrity Monitoring (RAIM) User Guide, which is available at: <https://sapt.faa.gov/adbs-start.php>.