

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 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 5–6.5a.

This airspace action is not expected to cause any potentially significant environmental impacts, and no extraordinary circumstances exist that warrant the 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 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.*

\* \* \* \* \*

#### ASO NC E5 Erwin, NC [Amended]

Harnett Regional Jetport, NC  
(Lat. 35°22'49" N, long. 78°43'56" W)

That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Harnett Regional Jetport, and within 2.6-miles each side of the 042° bearing of the airport, extending from the 6.3-mile radius to 8.6-miles northeast of the airport.

Issued in College Park, Georgia, on August 22, 2022.

**Lisa Burrows,**

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

[FR Doc. 2022–18366 Filed 8–25–22; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

**[Docket No. FAA–2022–0758; Airspace Docket No. 22–AGL–24]**

**RIN 2120–AA66**

#### Amendment of Class E Airspace; Coldwater and Sturgis, MI

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace at Coldwater and Sturgis, MI. This action is due to an airspace review conducted as part of the decommissioning of the Litchfield very high frequency (VHF) omnidirectional range (VOR) as part of the VOR Minimal Operational Network (MON) Program. The geographic coordinates of the airports are also being updated to coincide with the FAA's aeronautical database.

**DATES:** Effective 0901 UTC, November 3, 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 [www.faa.gov/air\\_traffic/publications/](http://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:

Jeffrey Claypool, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5711.

#### 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 amends the Class E airspace extending upward from 700 feet above the surface at Branch County Memorial Airport, Coldwater, MI, and Kirsch Municipal Airport, Sturgis, MI, to support instrument flight rule operations at these airports.

#### History

The FAA published a notice of proposed rulemaking in the **Federal Register** (87 FR 35689; June 13, 2022) for Docket No. FAA–2022–0758 to amend the Class E airspace at Coldwater and Sturgis, MI. 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 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 6.6-mile (decreased from an 8.1-mile) radius of Branch County Memorial Airport, Coldwater, MI; removes the city associated with the airport in the airspace legal description to comply with changes to FAA Order JO 7400.2N, Procedures for Handling Airspace Matters; and updates the geographic

coordinates of the airport to coincide with the FAA's aeronautical database;

And amends the Class E airspace extending upward from 700 feet above the surface to within a 6.5-mile (decreased from a 7-mile) radius of Kirsch Municipal Airport, MI; adds an extension 2.5 miles each side of the 052° bearing from the Sturgis NDB extending from the 6.5-mile radius of the airport to 7 miles northeast of the NDB; adds an extension 2.5 miles each side of the 341° bearing from the Sturgis NDB extending from the 6.5-mile radius of the airport to 7 miles north of the NDB; removes the city associated with the airport in the airspace legal description to comply with changes to FAA Order JO 7400.2N; and updates the geographic coordinates of the airport to coincide with the FAA's aeronautical database.

This action is due to an airspace review conducted as part of the decommissioning of the Litchfield VOR, which provided navigation information for the instrument procedures at these airports, 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 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.*

\* \* \* \* \*

#### AGL MI E5 Coldwater, MI [Amended]

Branch County Memorial Airport, MI  
(Lat. 41°56'01" N, long. 85°03'08" W)

That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Branch County Memorial Airport.

\* \* \* \* \*

#### AGL MI E5 Sturgis, MI [Amended]

Kirsch Municipal Airport, MI  
(Lat. 41°48'48" N, long. 85°26'20" W)  
Sturgis NDB

(Lat. 41°48'47" N, long. 85°26'02" W)  
That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of the Kirsch Municipal Airport; and within 2.5 miles each side of the 052° bearing from the Sturgis NDB extending from the 6.5-mile radius of the airport to 7 miles northeast of the Sturgis NDB; and within 2.5 miles each side of the 341° bearing from the Sturgis NDB extending from the 6.5-mile radius of the airport to 7 miles north of the Sturgis NDB.

Issued in Fort Worth, Texas, on August 22, 2022.

**Martin A. Skinner,**

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

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## DEPARTMENT OF THE INTERIOR

### Bureau of Ocean Energy Management

#### 30 CFR Parts 550 and 556

[Docket No. BOEM–2022–0022]

RIN 1010–AE16

#### Adjustment of Service Fees for Outer Continental Shelf Activities

**AGENCY:** Bureau of Ocean Energy Management, Interior.

**ACTION:** Final rule.

**SUMMARY:** This final rule adjusts for inflation of certain service fees accruing to the Bureau of Ocean Energy Management (BOEM) as provided for in BOEM regulations.

**DATES:** This rule is effective on November 1, 2022.

**FOR FURTHER INFORMATION CONTACT:** Peter Meffert, Office of Regulation, at (703) 787–1610 or by email at [peter.meffert@boem.gov](mailto:peter.meffert@boem.gov).

**SUPPLEMENTARY INFORMATION:** BOEM's regulations at 30 CFR 550.125 and 30 CFR 556.106 provide the authority for BOEM to periodically adjust a number of its service fees according to the Implicit Price Deflator for Gross Domestic Product by publication of a document in the **Federal Register**. BOEM derives its authority from the Independent Offices Appropriation Act of 1952, 31 U.S.C. 9701, as interpreted by Office of Management and Budget (OMB) Circular No. A–25 Revised (1993). That circular states: "When a service (or privilege) provides special benefits to an identifiable recipient beyond those that accrue to the general public, a charge will be imposed (to recover the full cost to the Federal Government for providing the special benefit, or the market price)."

These service fees were last updated in a **Federal Register** notice in early 2013. 78 FR 5836, January 28, 2013. BOEM is now adjusting these service fees to reflect inflation since the last update.

This rule adjusts the service fees in accordance with BOEM's regulations at 30 CFR 550.125 and 30 CFR 556.106. The new 2022 fee amounts are based on an inflation rate of 18.36 percent as calculated by the Implicit Price Deflator for Gross Domestic Product between 2012 and 2021.

The inflation rate between any two years is calculated as the percentage difference between the measure of prices for a designated year (e.g., 2021) and some previous year (e.g., 2012). The prices include all new, domestically produced, final goods and services in