

Active contract. The term “active contract” means a contract that is currently available between a packer and producer under which fed cattle may be purchased.

Base price. The term “base price” means the price paid for livestock, before application of any adjustments, premiums or discounts, expressed in dollars per hundred pounds of hot carcass weight or live weight.

Base price adjustment. The term “base price adjustment” means the positive or negative adjustment to the base price before any premiums or discounts are applied.

Business day. The term “business day” means a day on which the packer conducts normal business regarding livestock committed to the packer, or livestock purchased or sold by the packer, and the Department of Agriculture is open to conduct business, typically Monday through Friday and excluding Federal holidays.

Calendar month. The term “calendar month” means a timeframe that begins on the first day of the month at midnight and ends on the last day of the month at 11:59 p.m. in the central time zone.

Contract. The term “contract” means a written or oral agreement concerning the specific terms and conditions under which an unknown volume of fed cattle may be purchased by a packer during a specified time frame, or under which a known volume of cattle is purchased by a packer for a given plant during a specified time frame.

Contract method. The term “contract method” means the way in which the contract was established, either written or oral.

Current month. The term “current month” means the present calendar month.

Discount. The term “discount” means the adjustment, expressed either in dollars per one hundred pound or per head, subtracted from the base price.

Fed cattle. The term “fed cattle” means a steer or heifer that has been finished on a ration of roughage and feed concentrates, such as grains, protein meal, grass (forage), and other nutrient-rich feeds, prior to slaughter.

Inactive contract. The term “inactive contract” means a fed cattle contract that is no longer available between a packer and producer for purchase under, or one that is not currently in use.

Packer. The term “packer” means a packer that has slaughtered during the immediately preceding 5 calendar years an average of not less than 5 percent of the number of fed cattle slaughtered

nationally during the immediately preceding 5 calendar years.

Person. The term “person” means any individual, group of individuals, partnership, corporation, association, or other entity.

Premium. The term “premium” means the adjustment, expressed either in dollars per one hundred pound or per head, added to the base price.

Prior month. The term “prior month” means the calendar month immediately preceding the current month.

Producer. The term “producer” means any person engaged in the business of selling livestock to a packer for slaughter (including the sale of livestock from a packer to another packer).

Secretary. The term “Secretary” means the Secretary of Agriculture of the United States or any other officer or employee of the Department of Agriculture to whom authority has been delegated or may hereafter be delegated to act in the Secretary’s stead.

Selling basis. The term “selling basis” refers to cattle that are sold on a live, dressed, live converted to dressed, or dressed converted to live weight basis under a contract.

Unique identifier. The term “unique identifier” means a unique code chosen by the packer for the contract, specific to the contract, and utilized and trackable through the life of the contract.

§ 180.3 Cattle Contracts Library.

(a) **Initial contract information submission.** On January 6, 2023, each packer shall submit to the Secretary information for each active contract with a unique identifier. The information shall be submitted in accordance with § 180.1(e). The contract information required to be reported includes:

- (1) The contract method;
- (2) The contract start and end dates; and
- (3) All terms associated with:
 - (i) Each base price source and adjustment;
 - (ii) Selling basis;
 - (iii) Premiums and discounts;
 - (iv) Specifications relating to cattle attributes;
 - (v) Delivery and transportation terms and payments;
 - (vi) Financing, risk-sharing, profit-sharing or other financial arrangements; and,
 - (vii) Volume provisions.

(b) **Reporting deadlines.** Within 1 business day of making a new contract available, making a change to an existing contract, or making a contract no longer available, each packer must submit the following:

(1) Packers must submit all contract terms in accordance § 108.4(a) for each new active contract for each producer or producers at each plant that it operates or at which it has cattle slaughtered;

(2) Packers must submit any changes to the terms of a previously submitted active contract and associated schedules or appendices, including the unique identifier for the previously submitted contract it supersedes; and

(3) Packers must submit information to remove inactive contracts from the library, including the unique identifier for the now inactive contract.

§ 180.4 Monthly cattle volume reporting.

(a) **Initial estimated volume submission.** On January 6, 2023, each packer shall submit to the Secretary an initial estimate of the total volume of cattle to be contracted for in the current calendar month in accordance with § 180.1(e).

(b) **Reporting deadlines.** By the close of business on the second Friday of each month, each packer must submit the following information in accordance with § 180.1(e). If the second Friday of a month falls on a non-business day, the deadline is due no later than the close of the next business day following the second Friday of the month:

(1) Number of cattle purchased by each base price source under each active contract in the prior month reported by unique identifier and

(2) Estimate of the total number of cattle to be purchased under active contracts for delivery to each plant for slaughter within the current calendar month.

Erin Morris,

Associate Administrator, Agricultural Marketing Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2022–0826; Airspace Docket No. 21–AEA–21]

RIN 2120–AA66

Amendment and Establishment of Area Navigation (RNAV) Routes; Northeast United States

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends two low altitude Area Navigation (RNAV) routes

(T-routes), and establishes one T-route, in support of the VHF Omnidirectional Range (VOR) Minimum Operational Network (MON) Program. The purpose is to enhance the efficiency of the National Airspace System (NAS) by transitioning from ground-based navigation aids to a satellite-based navigation system.

DATES: Effective date 0901 UTC, February 23, 2023. 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 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at 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.

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-2022-0826, in the **Federal Register** (87 FR 42395; July 15, 2022). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

United States RNAV T-routes are published in paragraph 6011, and Canadian T-routes are published in

paragraph 6013, respectively, of FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022 which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document will be subsequently published in FAA Order JO 7400.11.

Differences From the NPRM

The United States RNAV routes T-287 and T-318 are removed from this docket for additional planning and coordination. These routes will be placed in subsequent dockets at a later date.

The NPRM proposed to extend T-358 from the AVALO, NJ, Fix to the Augusta, ME (AUG), VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME). The proposed route extension after the AVALO Fix (from MANTA, NJ to Augusta, ME) was based on replacing various VORs scheduled for decommissioning under the VOR MON plan. Fixes or Waypoints (WPs) were to be added to T-358 in place of the VORs, however, the decommissioning of the associated VORs is not scheduled until later dates. Since the VORs are still available for navigation, it is premature to amend the routing at this time. As amended, T-358 extends from the Martinsburg, WV (MRB), VHF Omnidirectional Range and Tactical Air Navigational System (VORTAC) to the AVALO, NJ, Fix.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022. FAA Order JO 7400.11G is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO 7400.11G 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 two low altitude RNAV T-routes, designated T-358, and T-608, and establishing one T-route, designated T-320, in the northeast United States. This action supports the VOR MON Program, and the transition of the NAS from ground-based navigation aids to satellite-based navigation.

T-320: T-320 is a new route that extends between the GILFF, VA, WP and the Gardner, MA (GDM), VOR/DME. T-320 overlays portions of airway V-308 from the BILIT, MD, Fix, to the CHOPS, MD, Fix, and from the WNSTN, NJ, WP to the YANCT, CT, WP.

T-358: T-358 extends between the Martinsburg, WV (MRB), VORTAC, and the AVALO, NJ, Fix. The HOGZZ, MD, WP name is changed to the TWIRK, MD, WP per request from air traffic control (ATC). The latitude/longitude coordinates of the WP remain unchanged. The GOLDA, MD, Fix; the BROSS, MD, Fix; and the LEEAH, NJ, Fix are removed from the route description because they don't denote turn points on the route. However, the fixes will remain on aeronautical charts for ATC purposes.

T-608: T-608 is an existing Canadian T route that extends into U.S. airspace between the HOCKE, MI, WP, and the YANTC, CT, WP. This action modifies the eastern end of the route by removing the segments between the Gardner, MA (GDM), VOR/DME, and the YANCT, CT, WP. Instead, the route is realigned to proceed eastward from the Gardner VOR/DME through the BRONC, MA; LOBBY, MA; and SOSYO, MA, Fixes; to terminate at the REVER, MA, Fix (located 5 nautical miles north of the Boston, MA (BOS), VOR/DME). The new route T-320 (described above) incorporates the segments between the YANCT WP and the Gardner VOR/DME that are being removed from T-608.

In addition, the following points are removed from the T-608 legal description because they do not denote a turn point on the route: MONCK, NY, WP; LORTH, NY, Fix; MAGEN, NY, WP; KONDO, NY, WP; WIFFY, NY, WP; STODA, NY, WP; VASTS, NY, Fix; NORSE, NY, WP; MARIA, NY, WP; WARUV, NY, WP; GRISY, MA, WP; WARIC, MA, WP; HURLY, MA, Fix; GRAYM, MA, WP; BLATT, CT, WP; MOGUL, CT, WP; and YANCT, CT, WP.

Full route descriptions of the above T routes are listed in the amendments to part 71 set forth below.

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 action of amending two, and establishing one low altitude Area Navigation (RNAV) T routes, as described above, in support of efforts transitioning the NAS from ground-based to satellite-based navigation, 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 5–6.5b, which categorically excludes from further environmental impact review “Actions regarding establishment of jet routes and Federal airways (see 14 CFR 71.15, *Designation of jet routes and VOR Federal airways*) . . .”. 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).

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 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022, is amended as follows:

Paragraph 6011 United States Area Navigation Routes.

* * * * *

T-320 GILFF, VA to Gardner, MA (GDM) [New]

GILFF, VA	WP	(Lat. 38°21′44.86″ N, long. 077°26′05.38″ W)
HIGPO, VA	WP	(Lat. 38°22′16.09″ N, long. 077°22′19.97″ W)
CAVDI, MD	WP	(Lat. 38°25′33.43″ N, long. 076°54′43.49″ W)
DAILY, MD	FIX	(Lat. 38°33′37.83″ N, long. 076°43′31.05″ W)
VAALI, MD	WP	(Lat. 38°44′00.85″ N, long. 076°26′38.26″ W)
BILIT, MD	FIX	(Lat. 38°45′15.82″ N, long. 076°03′57.59″ W)
CHOPS, MD	FIX	(Lat. 38°45′41.81″ N, long. 075°57′36.18″ W)
EGGRS, DE	WP	(Lat. 38°53′30.52″ N, long. 075°30′49.95″ W)
JILLI, NJ	WP	(Lat. 39°00′42.22″ N, long. 075°05′46.21″ W)
WNSTN, NJ	WP	(Lat. 39°05′43.81″ N, long. 074°48′01.20″ W)
MANTA, NJ	FIX	(Lat. 39°54′07.01″ N, long. 073°32′31.63″ W)
BEADS, NY	FIX	(Lat. 40°44′04.51″ N, long. 072°32′34.21″ W)
ORCHA, NY	WP	(Lat. 40°54′55.46″ N, long. 072°18′43.64″ W)
BOROS, NY	FIX	(Lat. 41°09′24.45″ N, long. 072°09′50.96″ W)
Groton, CT (GON)	VOR/DME	(Lat. 41°19′49.45″ N, long. 072°03′07.14″ W)
YANTC, CT	WP	(Lat. 41°33′22.81″ N, long. 071°59′56.95″ W)
Gardner, MA (GDM)	VOR/DME	(Lat. 42°32′45.31″ N, long. 072°03′29.48″ W)

* * * * *

T-358 Martinsburg, WV (MRB) to AVALO, NJ [Amended]

Martinsburg, WV (MRB)	VORTAC	(Lat. 39°23′08.06″ N, long. 077°50′54.08″ W)
CPTAL, MD	WP	(Lat. 39°32′16.02″ N, long. 077°41′55.65″ W)
TWIRK, MD	WP	(Lat. 39°34′36.70″ N, long. 077°12′44.75″ W)
MOYRR, MD	WP	(Lat. 39°30′03.42″ N, long. 076°56′10.84″ W)
DANII, MD	WP	(Lat. 39°17′46.42″ N, long. 076°42′19.36″ W)
OBWON, MD	WP	(Lat. 39°11′54.69″ N, long. 076°32′04.84″ W)
SWANN, MD	FIX	(Lat. 39°09′05.28″ N, long. 076°13′43.94″ W)
Smyrna, DE (ENO)	VORTAC	(Lat. 39°13′53.93″ N, long. 075°30′57.49″ W)
AVALO, NJ	FIX	(Lat. 39°16′54.52″ N, long. 074°30′50.75″ W)

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Paragraph 6013 Canadian Area Navigation Routes.

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T-608 HOCKE, MI to REVER, MA [Amended]

HOCKE, MI	WP	(Lat. 43°15′43.38″ N, long. 082°42′38.27″ W)
KATNO, Canada	WP	(Lat. 43°10′34.00″ N, long. 082°19′32.00″ W)
UKNIX, NY	WP	(Lat. 42°56′44.51″ N, long. 078°55′05.60″ W)
WOZEE, NY	WP	(Lat. 42°56′01.65″ N, long. 078°44′19.64″ W)
CLUNG, NY	WP	(Lat. 43°03′17.17″ N, long. 078°00′13.38″ W)
Rochester, NY (ROC)	VOR/DME	(Lat. 43°07′04.65″ N, long. 077°40′22.06″ W)
Syracuse, NY (SYR)	VORTAC	(Lat. 43°09′37.87″ N, long. 076°12′16.41″ W)
LAMMS, NY	WP	(Lat. 43°01′35.30″ N, long. 075°09′51.50″ W)
Albany, NY (ALB)	VORTAC	(Lat. 42°44′50.20″ N, long. 073°48′11.47″ W)
GRAVE, NY	WP	(Lat. 42°46′47.34″ N, long. 073°22′20.91″ W)
Gardner, MA (GDM)	VOR/DME	(Lat. 42°32′45.31″ N, long. 072°03′29.48″ W)

BRONC, MA	FIX	(Lat. 42°30'53.93" N, long. 071°43'21.61" W)
LOBBY, MA	FIX	(Lat. 42°30'15.53" N, long. 071°36'34.04" W)
SOSYO, MA	FIX	(Lat. 42°29'14.45" N, long. 071°25'55.75" W)
REVER, MA	FIX	(Lat. 42°26'27.48" N, long. 070°57'41.31" W)

Excluding the airspace within Canada.

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Issued in Washington, DC, on December 1, 2022.

Scott M. Rosenbloom,

Manager, Airspace Rules and Regulations.

[FR Doc. 2022-26488 Filed 12-6-22; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2022-0482; Airspace
Docket No. 21-AEA-18]

RIN 2120-AA66

Amendment and Establishment of United States Area Navigation (RNAV) Routes; Northeast United States

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends three low altitude United States Area Navigation (RNAV) routes (T-routes), and establishes one T-route in support of the VHF Omnidirectional Range (VOR) Minimum Operational Network (MON) Program. The purpose is to enhance the efficiency of the National Airspace System (NAS) by transitioning from a ground-based to a satellite-based navigation system.

DATES: Effective date 0901 UTC, February 23, 2023. 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 7400.11G, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at 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.

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-2022-0482, in the **Federal Register** (87 FR 29239; May 13, 2022), amending five RNAV T-routes, and establishing two T-routes in support of the VOR MON Program. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

United States RNAV T-routes are published in paragraph 6011 of FAA Order JO 7400.11G, dated August 19, 2022, and effective September 15, 2022, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document will be subsequently published in FAA Order JO 7400.11.

Differences From the NPRM

United States RNAV routes T-212, T-221, T-299, and T-443 are removed from this docket because the associated VORs are not being decommissioned until a much later date. Since the VORs remain in service, there is no need to amend the routes at this time.

Route T-291 differs from the NPRM as follows. The COLIN, VA point was misidentified as a waypoint (WP) instead of a Fix. The LEDIE, NY, WP was included in the route description. Since this point marks a turn of less than one degree, it is not required for the T-291 description and is removed. The NPRM proposed replacement of the Milton, PA (MIP), VHF Omnidirectional Range and Tactical Air Navigational System (VORTAC) with the HYATT,

PA, WP; and replacement of the Delancey, NY (DNY), VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) with the DANZI, NY, WP. Since the VORTAC and VOR/DME remain in service, the two WPs are removed and the Milton and Delancey navigation aids are restored in the route description. Additionally, the FAA proposed to extend T-291 from Albany, NY to Nantucket, MA, replacing several navigation aids with WPs. However, this would involve prematurely replacing the navigation aids that are still in service. Consequently, the amended T-291 will extend from Harcum, VA, to Albany, NY. The following points after Barnes, MA (BAF), VORTAC; PUTNM, CT, WP; PROVI, RI, WP; AVONN, RI, Fix; BUZRD, MA, WP; Marthas Vineyard, MA (MVY), VOR/DME; and Nantucket, MA (ACK), VOR/DME.

In route T-295, the following points were misidentified as WPs instead of Fixes: TAPPA, VA; COLIN, VA; LOUIE, MD; GRACO, MD; LAAYK, PA; SAGES, NY; SASHA, MA; and BRNNS, ME. The HEXSN, PA, WP is removed from the route and replaced by the Lancaster, PA (LRP), VOR/DME. The WLKES, PA, WP is removed from the route description and replaced by the Wilkes-Barre, PA (LVZ), VORTAC. In addition, the points where T-295 overlays V-93 is changed to read "from the LOUIE, MD, Fix to the GRACO, MD, Fix."

The amendment of route T-356 is added to this rule. A proposed amendment of several RNAV routes, including T-356, was published in a notice of proposed rulemaking for Docket No. FAA-2022-0857 in the **Federal Register** (87 FR 45721; July 29, 2022). No comments were received in response to the NPRM. Implementation of those routes, except for T-356, was delayed to a later date. Therefore, T-356 is added to this rule and is being amended as proposed in the July 29, 2022 NPRM.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order JO 7400.11G, Airspace Designations and Reporting Points, dated August 19, 2022, and effective September 15, 2022. FAA Order JO 7400.11G is publicly available as listed in the **ADDRESSES** section of this document. FAA Order JO