

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 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019, is amended as follows:

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

* * * * *

AGL MN E5 St. James, MN [Amended]

St. James Municipal Airport, MN
(Lat. 43°59'11" N, long. 94°33'29" W)

That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of the St. James Municipal Airport, and within 1.1 miles each side of the 147° bearing from the airport extending from the 6.4-mile radius to 10.4 miles southeast of the airport, and within 1 mile each side of the 327° bearing from the airport extending from the 6.4-mile radius to 10.2 miles northwest of the airport.

Issued in Fort Worth, Texas, on September 23, 2019.

Johanna Forkner,

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

[FR Doc. 2019–21195 Filed 9–30–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2019–0267; Airspace
Docket No. 18–ANM–8]

RIN 2120–AA66

Amendment of Area Navigation (RNAV) Routes Q–121 and Q–156; Miles City, MT

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the legal descriptions of area navigation (RNAV) routes Q–121 and Q–156 by changing the name of one waypoint common to each route. Specifically, this action changes the TOUGH waypoint name to SWTHN in RNAV routes Q–121 and Q–156.

DATES: Effective date 0901 UTC, December 5, 2019. The Director of the Federal Register approves this incorporation by reference action under Title 1 Code of Federal Regulations part 51 subject to the annual revision of FAA

Order 7400.11 and publication of conforming amendments.

ADDRESSES: FAA Order 7400.11D, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at 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. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11D at NARA, email: fedreg.legal@nara.gov or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

FOR FURTHER INFORMATION CONTACT: Kenneth Ready, Airspace Policy Group, Office of Airspace Services, 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 updates the legal descriptions of RNAV routes to avoid the use of similar sounding waypoint names.

Background

RNAV routes Q–121 and Q–156 both include the waypoint TOUGH in their descriptions. Q–156 also includes a waypoint named TUFFY. Recently, with the extensive use of the routes, air traffic control facilities have identified a problem whereby TOUGH is being confused with TUFFY. To eliminate any confusion and enhance safety, the FAA is changing the TOUGH waypoint name to SWTHN in the descriptions of both Q–121 and Q–156. This action is a name change only. The geographic position of the waypoint is not changing and the current alignments of Q–121 and Q–156 are not affected.

United States Area Navigation Routes are published in paragraph 2006, of FAA Order 7400.11D dated August 8, 2019, and effective September 15, 2019, which is incorporated by reference in 14 CFR 71.1. The RNAV route listed in this document will be subsequently published in the Order.

FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

Availability and Summary of Documents for Incorporation by Reference

This document amends FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019. FAA Order 7400.11D is publicly available as listed in the **ADDRESSES** section of this document. FAA Order 7400.11D lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

The Rule

This action amends Title 14 Code of Federal Regulations (14 CFR) part 71 by changing the TOUGH waypoint name in the descriptions of RNAV routes Q–121 and Q–156 to SWTHN.

Since this action involves only editorial changes to the legal descriptions of RNAV routes and does not change the dimensions or operating requirements of the affected routes, I find that notice and public procedures under 5 U.S.C. 553(b) are unnecessary.

The RNAV route modifications accomplished by this action are outlined below.

Q–121: Q–121 change the TOUGH waypoint name from “TOUGH” to “SWTHN.”

Q–156: Q–156 change the TOUGH waypoint name from “TOUGH” to “SWTHN.”

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 airspace action of modifying two high altitude RNAV Q-routes by updating the waypoint name TOUGH to SWTHN has no potential to cause any significant environmental impacts, and no extraordinary circumstances exist that warrant preparation of an environmental assessment. Therefore, this proposed airspace action qualifies for categorical exclusion under the National Environmental Policy Act and its implementing regulations at 40 CFR part 1500–1508, 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). In accordance with FAAO 1050.1F, paragraph 5–2 regarding Extraordinary Circumstances, this action has been reviewed for factors and circumstances in which a normally categorically excluded action may have a significant environmental impact requiring further analysis, and it is determined that no extraordinary circumstances exist that warrant preparation of an environmental assessment.

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:

Q-121 PARZZ, NV to SWTHN, MT [Amended]

PARZZ, NV	WP	(Lat. 41°36'14.64" N, long. 115°02'09.69" W)
Pocatello, ID (PIH)	VOR/DME	(Lat. 42°52'13.38" N, long. 112°39'08.05" W)
SWTHN, MT	WP	(Lat. 46°13'58.39" N, long. 105°12'52.30" W)

Q-156 AMDT STEVS, WA to ZZIPR, IA [Amended]

STEVS, WA	WP	(Lat. 47°14'54.49" N, long. 120°32'09.93" W)
ZAXUL, WA	FIX	(Lat. 47°10'02.58" N, long. 120°02'41.75" W)
FINUT, WA	WP	(Lat. 46°44'56.48" N, long. 117°05'19.69" W)
TUFFY, MT	FIX	(Lat. 46°42'29.02" N, long. 114°05'01.34" W)
UPUGE, MT	FIX	(Lat. 46°38'04.56" N, long. 112°10'02.39" W)
HEXOL, MT	FIX	(Lat. 46°36'49.09" N, long. 111°09'20.70" W)
SWTHN, MT	WP	(Lat. 46°13'58.39" N, long. 105°12'52.30" W)
JELRO, SD	FIX	(Lat. 45°48'43.83" N, long. 102°51'46.96" W)
KEKPE, SD	WP	(Lat. 45°17'54.91" N, long. 100°16'49.04" W)
UFFDA, MN	WP	(Lat. 44°29'46.00" N, long. 096°05'25.00" W)
HSTIN, MN	WP	(Lat. 44°00'08.00" N, long. 093°57'40.00" W)
ZZIPR, IA	WP	(Lat. 43°11'09.00" N, long. 091°39'33.00" W)

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 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019, is amended as follows:

Paragraph 2006 United States Area Navigation Routes.

Issued in Washington, DC, on September 25, 2019.

Rodger A. Dean Jr.,

Manager, Airspace Policy Group.

[FR Doc. 2019–21193 Filed 9–30–19; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 97

[Docket No. 31271; Amdt. No. 3869]

Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

DATES: This rule is effective October 1, 2019. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 1, 2019.

ADDRESSES: Availability of matters incorporated by reference in the amendment is as follows:

For Examination

1. U.S. Department of Transportation, Docket Ops–M30, 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, DC 20590–0001.

2. The FAA Air Traffic Organization Service Area in which the affected airport is located;

3. The office of Aeronautical Navigation Products, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,