paragraph (i) of this AD can be found in ATR42/72 Job Instruction Card airplane maintenance manual (AMM) JIC 56–12–00 RAI 10000.

(j) Reporting Requirement

Submit a report of the findings of the inspection required by paragraph (g) of this AD to ATR techdesk, 1 ALLEE PIERRE NADOT, 31712 BLAGNAC CEDEX, France, phone: +33 (0)5 62 21 62 21; fax: +33 (0)5 62 21 67 18; email: *techdesk@atr.fr;* and PPG Aerospace, ATTN: Andrew Troller, P.O. Box 2200, Huntsville, AL 35811 USA, phone: 1–256–859–2500 ext. 2544; fax 1–256–859–8155; email: *atroller@ppg.com;* at the applicable time specified in paragraph (j)(1) or (j)(2) of this AD. The report must include the information specified in PPG Aerospace Service Bulletin NP–158862–001, Revision 1, dated January 10, 2013.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(k) Window Replacement Provisions

Replacing only the affected window, as required by paragraph (i) of this AD, with a cockpit forward side window having P/N NP158862–1 left-hand (LH) or P/N NP158862–2 right-hand (RH), as applicable, is not terminating action for the repetitive inspections required by this AD.

(l) Terminating Action

Within 72 months after the effective date of this AD, replace each PPG Aerospace P/N NP–158862–1 LH and P/N NP–158862–2 RH cockpit forward side window with an approved cockpit forward side window. Replacing both PPG Aerospace P/N NP158862–1 LH and P/N NP158862–2 RH cockpit forward side windows with approved windows is a terminating action for the repetitive inspections required by this AD. Replacement windows and procedures for their installation must be approved by the Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA; or the EASA (or its delegated agent, by the Design Approval Holder with EASA design organization approval).

(m) Parts Installation Prohibition

As of 72 months after the effective date of this AD, no person may install any PPG Aerospace cockpit forward side window having P/N NP158862–1 LH or P/N NP158862–2 RH on any airplane.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Branch, ANM–116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA 1601 Lind Avenue SW., Renton, Washington 98057–3356; telephone (425) 227–1137; fax (425) 227–1149. Information may be emailed to: *9-ANM-116-AMOC-REQUESTS@faa.gov.* Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they were approved by the State of Design Authority (or its delegated agent, or the Design Approval Holder with a State of Design Authority's design organization approval). For a repair method to be approved, the repair approval must specifically refer to this AD. You are required to ensure the product is airworthy before it is returned to service.

(3) *Reporting Requirements:* A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120–0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES–200.

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information EASA Airworthiness Directive 2013–0087, dated April 9, 2013, for related information. This MCAI may be found in the AD docket on the Internet at *http://www.regulations.gov.*

(2) For service information identified in this AD, contact PPG Aerospace, 12780 San Fernando Road, Sylmar, California 91342; telephone 818–362–6711; fax 818–362–0603; Internet *http://corporateportal.ppg.com/na/aerospace.* You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on November 15, 2013.

John P. Piccola,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–28445 Filed 11–26–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2013–0860; Airspace Docket No. 12–ASO–36]

RIN 2120–AA66

Proposed Establishment and Modification of Area Navigation (RNAV) Routes; Atlanta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to establish 14 RNAV Q-routes and modify 4 Q-routes in support of the Optimization of Airspace and Procedures in a Metroplex (OAPM) project. This proposed action is intended to enhance air traffic flow in the vicinity of the Atlanta, GA (ATL) and Charlotte, NC (CLT) Metroplex areas.

DATES: Comments must be received on or before January 13, 2014.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M–30, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001; telephone: (202) 366–9826. You must identify FAA Docket No. FAA–2013–0860 and Airspace Docket No. 12–ASO–36 at the beginning of your comments. You may also submit comments through the Internet at *http://www.regulations.gov.*

FOR FURTHER INFORMATION CONTACT: Paul Gallant, Airspace Policy and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA–

2013–0860 and Airspace Docket No. 12–ASO–36) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at *http://www.regulations.gov.*

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to FAA Docket No. FAA–2013–0860 and Airspace Docket No. 12–ASO–36.'' The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at *http://www.regulations.gov.*

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Eastern Service Center, Federal Aviation Administration, Room 210, 1701 Columbia Ave., College Park, GA 30337.

Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267–9677, for a copy of Advisory Circular No. 11–2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

The Proposal

The FAA is proposing an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to establish 14 RNAV Q-routes and modify 4 Q-routes in support of the OAPM project. OAPM is intended to improve air traffic flows within an entire region resulting in increased capacity and fuel efficiency and reduced track distances. The proposed changes are described below.

Q–22: Q–22 now extends between the GUSTI, LA, fix and the CATLN, AL, fix. This action would modify Q–22 by extending the route approximately 582 nautical miles (NM) to the northeast of its current termination point, to the BEARI, VA, waypoint (WP). The modification would be used to segregate aircraft landing at various airports in the northeast U.S.

Q–39: Q–39 is a proposed new route that would extend between the CLAWD, NC, WP and the TARCI, WV, fix. The route would be used by aircraft landing at Port Columbus, OH, Cleveland, OH and Detroit, MI airports.

Q–40: Q–40 now extends between the Alexandria, LA, VORTAC (AEX) and the MISLE, AL, WP. The route would be modified by extending it approximately 548 NM to the northeast terminating at the FANPO, VA, WP. Q–22 would provide an RNAV alternative for southwest-bound traffic that normally files via jet route J–22. The amended Q–40 would be a shorter route and would also reduce conflictions with departures from the Atlanta, GA, area.

Q–50: Q–50 is a proposed new route that would extend between the Louisville, KY, VORTAC (IIU) and the CUBIM, KY, WP. The route is intended to help segregate Charlotte, NC, departures from conflicting high altitude flows headed towards the Louisville, KY area.

Q–52: Q–52 is a proposed new route that would extend between the CHOPZ, GA, WP and the COLZI, NC, fix. This route would provide an RNAV alternative to jet route J–37 for southwest-bound overflights joining traffic departing from the CLT area and overflying ATL. The route would parallel J–37 between COLZI and CHOPZ thereby segregating the southwest-bound flights from ATL departure flows that are in opposite direction proceeding northeast-bound.

Q–54: Q–54 would be a new route extending between the Greenwood, SC, VORTAC (GRD) and the NUTZE, NC, WP. The route would serve ATL departures destined to the Norfolk, VA, area.

Q–56: Q–56 would be a new route that would extend between the CATLN, AL, Fix and the KIWII, VA, WP. The route would diverge northeasterly from the proposed Q–22 (see above) to serve aircraft landing at Ronald Reagan Washington National Airport (DCA) and Joint Base Andrews (ADW).

Q–58: Q–58 would be a new route that would extend between the KELLN, SC, WP and the PEETT, NC, WP. It would be used by ATL departures headed to Baltimore/Washington International Thurgood Marshall Airport (BWI).

Q–60: The proposed Q–60 would extend between the Spartanburg, SC, VORTAC (SPA) and the JAXSN, VA, fix. The route would serve aircraft landing at Washington Dulles International (IAD), Richmond International (RIC) and LaGuardia (LGA) airports.

Q–63: Q–63 is a proposed new route that would extend between the DOOGE, VA, WP and the HEVAN, IN, WP. The route would facilitate CLT departures traveling northwest-bound and overflying the Cincinnati, OH, area.

Q–64: Q–64 is proposed to extend between the CATLN, AL, fix and the Tar River, NC, VORTAC (TYI). Q–64 would provide routing for aircraft destined to airports in the New York City area.

Q–65: Q–65 would be a new route extending between the JEFOI, GA, WP and Rosewood, OH, VORTAC (ROD). The route would serve northbound traffic from Florida and to the east of ATL.

Q–66: Q–66 would extend between the Little Rock, AR, VORTAC (LIT) and the ALEAN, VA, WP. The route would transfer RNAV aircraft off conventional jet routes and away from the Volunteer, TN (VXV) and Pulaski, VA (PSK) VORTACs, which are high traffic volume crossing fixes. Shifting aircraft to Q–66 would facilitate climbs for northbound aircraft departing ATL and provide a more direct route to Little Rock.

Q–67: Q–67 would extend between the SMITH, TN, WP and Henderson, WV, VORTAC (HNN). It would provide RNAV routing for ATL departures. Q–67, along with the proposed Q–71 (see below), would enable two segregated north departure flows from ATL.

Q–69: Q–69 would extend between the BLAAN, SC, WP and Elkins, WV, VORTAC (EKN). The route would provide better opportunity for unrestricted climbs for CLT departures headed toward Pittsburg International (PIT), Buffalo Niagara International (BUF) and Toronto Pearson International (TOR) airports. Additionally, Q–69 could be used as an RNAV alternative to jet route J–53.

Q–71: Q–71 would extend between the BOBBD, TN, WP and the GEFFS, WV, fix. This route, in conjunction with Q–67 (above), would facilitate the segregation of ATL departures prior to the aircraft entering the adjacent Air Route Traffic Control Center's (ARTCC) airspace.

Q–110: Q–110 now extends between the THNDR, FL, fix and the FEONA, GA, WP. This action would modify Q–110 by extending the route an additional 404 NM to the northwest, terminating at the BLANS, IL, WP. The amended route would serve traffic overflying Atlanta

ARTCC airspace from Florida airports en route to the Minneapolis-St. Paul International/World-Chamberlain Airport (MSP).

Q–118: Q–118 now extends between the KPASA, FL, WP and the LENIE, GA, WP. This proposed amendment would eliminate the LENIE WP from the Q–118 description and instead, realign Q–118 to the west of LENIE through the JOHNN, GA, Fix. From JOHNN, GA, Fix, Q–118 would be extended approximately 544 NM to the north to terminate at the Marion, IN, VOR/DME (MZZ). This route extension would support a preferred arrival route into Chicago O'Hare International Airport (ORD).

High altitude RNAV routes are published in paragraph 2006 of FAA Order 7400.9X dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The RNAV routes listed in this document would be subsequently published in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation: (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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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 proposed regulation is within the scope of that authority as it would modify the route structure as required to enhance the safe and efficient flow of air traffic in the eastern United States.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1E, ''Environmental Impacts: Policies and Procedures'' prior to any FAA final regulatory action.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 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(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 7400.9W, Airspace Designations and Reporting Points, Dated August 8, 2012, and effective September 15, 2012, is amended as follows:

Paragraph 2006 United States Area Navigation Routes.

* * * * *

Q–22 GUSTI, LA to BEARI, VA [Amended]

GUSTI, LA	FIX	(Lat. 29°58′15″ N., long. 92°54′35″ W.)
OYSTY, LA	FIX	(Lat. 30°28′15″ N., long. 90°11′49″ W.)
ACMES, AL	WP	(Lat. 30°55′27″ N., long. 88°22′11″ W.)
CATLN, AL	FIX	(Lat. 31°18′26″ N., long. 87°34′48″ W.)
TWOUP, GA	WP	(Lat. 33°53′45″ N., long. 83°49′08″ W.)
Spartanburg (SPA), SC	VORTAC	(Lat. 35°02′01″ N., long. 81°55′37″ W.)
NYBLK, NC	WP	(Lat. 35°34′35″ N., long. 81°02′34″ W.)
MASHI, NC	WP	(Lat. 35°58′18″ N., long. 80°23′05″ W.)
KIDDO, NC	WP	(Lat. 36°10′35″ N., long. 80°02′24″ W.)
OMENS, VA	WP	(Lat. 36°49′29″ N., long. 78°55′30″ W.)
BEARI, VA	WP	(Lat. 37°12′02″ N., long. 78°15′24″ W.)

Q–39 CLAWD, NC to TARCI, WV [New]

CLAWD, NC	WP	(Lat. 36°25′09″ N., long. 81°08′50″ W.)
TARCI, WV	FIX	(Lat. 38°16′36″ N., long. 81°18′34″ W.)

Q–40 Alexandria, LA (AEX) to FANPO, VA [Amended]

Alexandria, LA (AEX)	VORTAC	(Lat. 31°15′24″ N., long. 92°30′04″ W.)
DOOMS, MS	WP	(Lat. 31°53′08″ N., long. 91°09′56″ W.)
WINAP, MS	WP	(Lat. 32°38′00″ N., long. 89°21′56″ W.)
MISLE, AL	WP	(Lat. 33°24′00″ N., long. 87°38′00″ W.)
BFOLO, AL	WP	(Lat. 34°03′34″ N., long. 86°31′30″ W.)
NIOLA, GA	WP	(Lat. 34°47′00″ N., long. 85°16′14″ W.)
JAARE, TN	WP	(Lat. 35°44′20″ N., long. 83°32′30″ W.)
OJESS, TN	WP	(Lat. 35°55′00″ N., long. 83°10′54″ W.)
ALEAN, VA	WP	(Lat. 36°43′55″ N., long. 81°37′26″ W.)
FEEDS, VA	WP	(Lat. 37°16′29″ N., long. 80°30′33″ W.)
MAULS, VA	WP	(Lat. 37°52′49″ N., long. 79°19′49″ W.)
FANPO, VA	WP	(Lat. 38°25′25″ N., long. 78°13′51″ W.)

Q–50 Louisville, KY (IIU) to CUBIM, KY [New]

Louisville, KY (IIU)	VORTAC	(Lat. 38°06′12″ N., long. 85°34′39″ W.)
HELUB, KY	WP	(Lat. 37°42′55″ N., long. 84°44′28″ W.)
ENGRA, KY	WP	(Lat. 37°29′02″ N., long. 84°15′02″ W.)
IBATE, KY	WP	(Lat. 36°59′12″ N., long. 83°13′40″ W.)
CUBIM, KY	WP	(Lat. 36°52′37″ N., long. 83°00′21″ W.)

Q–52 CHOPZ, GA to COLZI, NC [New]

CHOPZ, GA	WP	(Lat. 33°51′24″ N., long. 83°41′18″ W.)
IPTAY, GA	WP	(Lat. 34°20′57″ N., long. 82°50′23″ W.)
AWYAT, SC	WP	(Lat. 35°02′21″ N., long. 81°36′45″ W.)
COLZI, NC	FIX	(Lat. 36°13′39″ N., long. 80°30″32″ W.)

Q–54 Greenwood, SC (GRD) to NUTZE, NC [New]

Greenwood, SC (GRD)	VORTAC	(Lat. 34°15′06″ N., long. 82°09′15″ W.)
NYLLA, SC	WP	(Lat. 34°34′39″ N., long. 81°17′00″ W.)
CHYPS, NC	WP	(Lat. 34°53′18″ N., long. 80°25′57″ W.)
AHOEY, NC	WP	(Lat. 35°00′36″ N., long. 80°05′56″ W.)
RAANE, NC	WP	(Lat. 35°09′22″ N., long. 79°41′34″ W.)
NUTZE, NC	WP	(Lat. 35°50′40″ N., long. 77°40′57″ W.)

Q–56 CATLN, AL to KIWII, VA [New]

CATLN, AL	FIX	(Lat. 31°18′26″ N., long. 87°34′48″ W.)
KBLER, GA	WP	(Lat. 33°43′21″ N., long. 83°43′14″ W.)
KELLN, SC	WP	(Lat. 34°31′33″ N., long. 82°10′17″ W.)
KTOWN, NC	WP	(Lat. 35°11′49″ N., long. 81°03′18″ W.)
BYSCO, NC	WP	(Lat. 35°46′09″ N., long. 80°04′34″ W.)
JOOLI, NC	WP	(Lat. 35°54′55″ N., long. 79°49′16″ W.)
NUUMN, NC	WP	(Lat. 36°09′54″ N., long. 79°23′39″ W.)
ORACL, NC	WP	(Lat. 36°28′02″ N., long. 78°52′15″ W.)
KIWII, VA	WP	(Lat. 36°34′57″ N., long. 78°40′04″ W.)

Q–58 KELLN, SC to PEETT, NC [New]

KELLN, SC	WP	(Lat. 34°31′33″ N., long. 82°10′17″ W.)
GLOVR, NC	FIX	(Lat. 35°30′24″ N., long. 80°14′51″ W.)
LUMAY, NC	WP	(Lat. 35°44′47″ N., long. 79°49′40″ W.)
STUKI, NC	WP	(Lat. 36°09′08″ N., long. 79°06′14″ W.)
PEETT, NC	WP	(Lat. 36°26′45″ N., long. 78°34′16″ W.)

Q–60 Spartanburg, SC (SPA) to JAXSN, VA [New]

Spartanburg, SC (SPA)	VORTAC	(Lat. 35°02′01″ N., long. 81°55′37″ W.)
BYJAC, NC	FIX	(Lat. 35°57′27″ N., long. 80°09′03″ W.)
EVING, NC	WP	(Lat. 36°05′22″ N., long. 79°53′56″ W.)
LOOEY, VA	WP	(Lat. 36°35′05″ N., long. 79°01′09″ W.)
JAXSN, VA	FIX	(Lat. 36°42′38″ N., long. 78°47′23″ W.)

Q–63 DOOGE, VA to HEVAN, IN [New]

DOOGE, VA	WP	(Lat. 36°48′39″ N., long. 82°35′14″ W.)
HAPKI, KY	WP	(Lat. 37°04′56″ N., long. 82°51′03″ W.)
TONIO, KY	FIX	(Lat. 37°15′15″ N., long. 83°01′48″ W.)
OCASE, KY	WP	(Lat. 38°23′59″ N., long. 84°11′05″ W.)
HEVAN, IN	WP	(Lat. 39°21′09″ N., long. 85°07′47″ W.)

Q–64 CATLN, AL to Tar River, NC (TYI) [New]

CATLN, AL	FIX	(Lat. 31°18′26″ N., long. 87°34′48″ W.)
FIGEY, GA	WP	(Lat. 33°52′27″ N., long. 82°52′23″ W.)
Greenwood, SC (GRD)	VORTAC	(Lat. 34°15′06″ N., long. 82°09′15″ W.)
DARRL, SC	FIX	(Lat. 34°47′49″ N., long. 81°03′22″ W.)
IDDAA, NC	WP	(Lat. 35°11′05″ N., long. 79°59′31″ W.)
Tar River, NC (TYI)	VORTAC	(Lat. 35°58′36″ N., long. 77°42′13″ W.)

Q–65 JEFOI, GA to Rosewood, OH (ROD) [New]

JEFOI, GA	WP	(Lat. 31°35′37″ N., long. 82°31′18″ W.)
CESKI, GA	WP	(Lat. 32°16′21″ N., long. 82°40′39″ W.)
DAREE, GA	WP	(Lat. 34°37′36″ N., long. 83°51′35″ W.)
LORNN, TN	WP	(Lat. 35°21′16″ N., long. 84°14′19″ W.)
SOGEE, TN	WP	(Lat. 36°31′51″ N., long. 84°11′35″ W.)
ENGRA, KY	WP	(Lat. 37°29′02″ N., long. 84°15′02″ W.)

OCASE, KY	WP	(Lat. 38°23′59″ N., long. 84°11′05″ W.)
Rosewood, OH (ROD)	VORTAC	(Lat. 40°17′16″ N., long. 84°02′35″ W.)

Q–66 Little Rock, AR (LIT) to ALEAN, VA [New]

Little Rock, AR (LIT)	VORTAC	(Lat. 34°40′40″ N., long. 92°10′50″ W.)
CIVKI, AR	WP	(Lat. 34°48′15″ N., long. 91°36′01″ W.)
RICKX, AR	WP	(Lat. 35°06′30″ N., long. 90°14′16″ W.)
TROVE, TN	WP	(Lat. 35°23′16″ N., long. 88°54′39″ W.)
BAZOO, TN	WP	(Lat. 35°58′32″ N., long. 85°52′12″ W.)
METWO, TN	WP	(Lat. 36°04′22″ N., long. 85°18′38″ W.)
MXEEN, TN	WP	(Lat. 36°28′06″ N., long. 83°11′08″ W.)
ALEAN, VA	WP	(Lat. 36°43′55″ N., long. 81°37′26″ W.)

Q–67 SMTTH, TN to Henderson, WV (HNN) [New]

SMTTH, TN	WP	(Lat. 35°54′42″ N., long. 84°00′20″ W.)
CEMEX, KY	WP	(Lat. 36°45′45″ N., long. 83°23′34″ W.)
IBATE, KY	WP	(Lat. 36°59′12″ N., long. 83°13′40″ W.)
TONIO, KY	FIX	(Lat. 37°15′15″ N., long. 83°01′48″ W.)
Henderson, WV (HNN)	VORTAC	(Lat. 38°45′15″ N., long. 82°01′34″ W.)

Q–69 BLAAN, SC to Elkins, WV (EKN) [New]

BLAAN, SC	WP	(Lat. 33°51′09″ N., long. 80°53′33″ W.)
RYCKI, NC	WP	(Lat. 36°24′43″ N., long. 80°25′08″ W.)
LUNDD, VA	WP	(Lat. 36°44′22″ N., long. 80°21′07″ W.)
ILLSA, VA	WP	(Lat. 37°38′56″ N., long. 80°13′18″ W.)
EWESS, WV	WP	(Lat. 38°21′50″ N., long. 80°06′52″ W.)
Elkins, WV (EKN)	VORTAC	(Lat. 38°54′52″ N., long. 80°05′57″ W.)

Q–71 BOBBD, TN to GEFFS, WV [New]

BOBBD, TN	WP	(Lat. 35°47′58″ N., long. 83°51′34″ W.)
ATUME, KY	WP	(Lat. 36°57′14″ N., long. 83°03′24″ W.)
HAPKI, KY	WP	(Lat. 37°04′56″ N., long. 82°51′03″ W.)
KONGO, KY	FIX.	(Lat. 37°30′19″ N., long. 82°08′13″ W.)
WISTA, WV	WP	(Lat. 38°17′01″ N., long. 81°27′47″ W.)
GEFFS, WV	FIX	(Lat. 39°00′50″ N., long. 80°48′50″ W.)

Q–110 THNDR, FL to BLANS, IL [Amended]

THNDR, FL	FIX	(Lat. 26°37′38″ N., long. 80°52′00″ W.)
JAYMC, FL	WP	(Lat. 26°58′51″ N., long. 81°22′08″ W.)
RVERO, FL	WP	(Lat. 27°24′35″ N., long. 81°35′57″ W.)
KPASA, FL	WP	(Lat. 28°10′34″ N., long. 81°54′27″ W.)
BRUTS, FL	WP	(Lat. 29°30′58″ N., long. 82°58′57″ W.)
GULFR, FL	WP	(Lat. 30°12′23″ N., long. 83°33′08″ W.)
FEONA, GA	WP	(Lat. 31°36′22″ N., long. 84°43′08″ W.)
JYROD, AL	WP	(Lat. 33°10′53″ N., long. 85°51′55″ W.)
BFOLO, AL	WP	(Lat. 34°03′34″ N., long. 86°31′30″ W.)
SKIDO, AL	WP	(Lat. 34°31′49″ N., long. 86°53′11″ W.)
BETIE, TN	WP	(Lat. 36°07′30″ N., long. 87°54′01″ W.)
BLANS, IL	WP	(Lat. 37°28′09″ N., long. 88°44′01″ W.)

Q–118 KPASA, FL to Marion, IN (MZZ) [Amended]

KPASA, FL	WP	(Lat. 28°10′34″ N., long. 81°54′27″ W.)
BRUTS, FL	WP	(Lat. 29°30′58″ N., long. 82°58′57″ W.)
JOHNN, GA	FIX	(Lat. 31°31′23″ N., long. 83°57′27″ W.)
KAILL, GA	WP	(Lat. 34°01′47″ N., long. 84°31′24″ W.)
GLAZR, TN	WP	(Lat. 36°25′21″ N., long. 84°46′49″ W.)
JEDER, KY	WP	(Lat. 37°19′31″ N., long. 84°45′14″ W.)
HELUB, KY	WP	(Lat. 37°42′55″ N., long. 84°44′28″ W.)
VOSTK, KY	WP	(Lat. 38°28′16″ N., long. 84°43′04″ W.)
HEVAN, IN	WP	(Lat. 39°21′09″ N., long. 85°07′47″ W.)
Marion, IN (MZZ)	VOR/DME	(Lat. 40°29′36″ N., long. 85°40′45″ W.)

Issued in Washington, DC, on November 21, 2013.

Gary A. Norek,

Manager, Airspace Policy and ATC Procedures Group.

[FR Doc. 2013–28480 Filed 11–26–13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA–2013–0951; Airspace Docket No. 13–ASW–22]

RIN 2120–AA66

Proposed Modification of Area Navigation (RNAV) Route Q–20, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This action proposes to modify RNAV route Q–20 in support of the Houston Optimization of Airspace and Procedures in a Metroplex (OAPM) project. This proposed action re-aligns Q–20 to incorporate the FUSCO waypoint (WP) being relocated .48 nautical miles southwest to match the intersection of Jet routes J–15 and J–183.

DATES: Comments must be received on or before January 13, 2014.

ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, M–30, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12–140, Washington, DC 20590–0001; telephone: (202) 366–9826. You must identify FAA Docket No. FAA–2013–0951 and Airspace Docket No. 13–ASW–22 at the beginning of your comments. You may also submit comments through the Internet at *http://www.regulations.gov.*

FOR FURTHER INFORMATION CONTACT: Colby Abbott, Airspace Policy and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267–8783.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (FAA Docket No. FAA–2013–0951 and Airspace Docket No. 13–ASW–22) and be submitted in triplicate to the Docket Management Facility (see **ADDRESSES** section for address and phone number). You may also submit comments through the Internet at *http://www.regulations.gov.*

Commenters wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to FAA Docket No. FAA–2013–0951 and Airspace Docket No. 13–ASW–22.'' The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this action may be changed in light of comments received. All comments submitted will be available for examination in the public docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

An electronic copy of this document may be downloaded through the Internet at *http://www.regulations.gov.*

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see **ADDRESSES** section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays. An informal docket may also be examined during normal business hours at the office of the Central Service Center, Operations Support Group, Federal Aviation Administration, 2601 Meacham Blvd., Fort Worth, TX 76137.

Persons interested in being placed on a mailing list for future NPRM's should contact the FAA's Office of Rulemaking, (202) 267–9677, for a copy of Advisory Circular No. 11–2A, Notice of Proposed Rulemaking Distribution System, which describes the application procedure.

The Proposal

The FAA is proposing an amendment to Title 14, Code of Federal Regulations (14 CFR) part 71 to modify Q–20 in support of the Houston OAPM project. OAPM is intended to improve air traffic flows within an entire region resulting in increased capacity and fuel efficiency and reduced track distances. Q–20 extends between the Corona, NM, VHF Omnidirectional Range/Tactical Air Navigation (VORTAC) navigation aid and the Junction, TX, VORTAC navigation aid. This action would amend Q–20 by relocating the FUSCO WP to match the intersection of Jet routes J–15 and J–183, and re-designating FUSCO as a fix. The modification would enable aircraft filed eastbound via J–15, J–183, or Q–20, to file, after FUSCO, direct to a published transition to a Houston Standard Terminal Arrival Route. This would simplify flight plan filing and Flight Management Computer entries; thus, reducing the potential for routing errors.

High altitude RNAV routes are published in paragraph 2006 of FAA Order 7400.9X dated August 7, 2013, and effective September 15, 2013, which is incorporated by reference in 14 CFR 71.1. The RNAV route listed in this document would be subsequently published in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation: (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 will only affect air traffic procedures and air navigation, it is certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

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 proposed regulation is within the scope of that