

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 would establish Class E airspace at Alpine Airport, Alpine, WY, to ensure the safety and management of Instrument Flight Rules (IFR) operations at the airport.

### History

The FAA published a notice of proposed rulemaking in the **Federal Register** (84 FR 67383; December 10, 2019) for Docket No. FAA-2019-0811 to establish Class E airspace at Alpine Airport, Alpine, WY. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal to the FAA. One comment was received. The commenter recommended the airport should be decommissioned. The comment is not germane to the establishment of airspace to contain IFR procedures.

Class E5 airspace designations are published in paragraph 6005 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 Class E airspace designation listed in this document will be published subsequently in the Order.

### 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 amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 establishing Class E airspace extending upward from 700 feet or more above the surface at the Alpine Airport, Alpine, WY. The Class E airspace supports the airport's transition from VFR to IFR operations. Specifically, it will, to the extent possible, contain IFR departures

until reaching 1,200 feet above the surface and IFR arrivals when descending below 1,500 feet above the surface.

The first airspace area extends upward from 700 feet above the surface within a 4.0-mile radius to the airport, and within 1 mile each side of the 179° bearing from the airport, extending from the 4.0-mile radius to 5.8 south of the airport, and within 1.8 miles each side of the 321° bearing from the airport, extending from the 4.0-mile radius to 10.5 miles northwest of the airport.

The second airspace area extends upward from 1,200 feet above the surface within a 13-mile radius of the airport.

FAA Order 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 will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, would 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.

### 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:

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

\* \* \* \* \*

#### ANM WY E5 Alpine, WY [New]

Alpine Airport, WY

(Lat. 43°10'55" N, long. 111°02'19" W)

That airspace extending upward from 700 feet above the surface within a 4.0-mile radius of the airport, and within 1 mile each side of the 179° bearing from the airport, extending from the 4.0-mile radius to 5.8 miles south of the airport, and 1.8 miles each side of the 321° bearing from the airport, extending from the 4.0-mile radius to 10.5 miles northwest of the airport; and that airspace extending upward from 1,200 feet above the surface within a 13-mile radius of the Alpine Airport.

Issued in Seattle, Washington, on February 12, 2020.

**Shawn M. Kozica,**

*Group Manager, Western Service Center Operations Support Group.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Docket No. FAA-2019-0908; Airspace Docket No. 19-ASW-14]

RIN 2120-AA66

#### Amendment of Class E Airspace; Shawnee, OK

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

**ACTION:** Final rule.

**SUMMARY:** This action amends the Class E airspace extending upward from 700

feet above the surface at Chandler Regional Airport, Chandler, OK, and Cushing Municipal Airport, Cushing, OK, which are contained within the Shawnee, OK, airspace legal description. This action is due to an airspace review caused by the decommissioning of the Tilghman and Cushing non-directional beacons (NDB), which provided navigation information for the instrument procedures at these airports.

**DATES:** Effective 0901 UTC, May 21, 2020. 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 [https://www.faa.gov/air\\_traffic/publications/](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. 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](mailto:fedreg.legal@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**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 Chandler Regional Airport, Chandler, OK, and Cushing Municipal Airport, Cushing,

OK, which are contained within the Shawnee, OK, airspace legal description, to support instrument flight rule operations at these airports.

##### **History**

The FAA published a notice of proposed rulemaking in the **Federal Register** (84 FR 67880; December 12, 2019) for Docket No. FAA-2019-0908 to amend Class E airspace extending upward from 700 feet above the surface at Chandler Regional Airport, Chandler, OK, and Cushing Municipal Airport, Cushing, OK, which are contained within the Shawnee, OK, airspace legal description. 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 7400.11D, dated August 8, 2019, and effective September 15, 2019, 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 Order.

##### **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 amendment to Title 14 Code of Federal Regulations (14 CFR) part 71:

Removes the city associated with Seminole Municipal Airport, Seminole, OK, contained within the Shawnee, OK, airspace legal description, from the airspace legal description to comply with changes to FAA Order 7400.2M, Procedures for Handling Airspace Matters;

Amends the Class E airspace area extending upward from 700 feet above the surface at Chandler Regional Airport, Chandler, OK, by removing the Tilghman NDB and associated extension from the airspace legal description;

And amends the Class E airspace area extending upward from 700 feet above the surface at Cushing Municipal Airport, Cushing, OK, by removing the Cushing NDB and associated extension from the airspace legal description.

These actions are the result of airspace reviews caused by the

decommissioning of the Tilghman and Cushing NDBs, which provided navigation information for the instrument procedures at these airports.

FAA Order 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 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 7400.11D, 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.*

\* \* \* \* \*

**ASW OK E5 Shawnee, OK [Amended]**

Shawnee Regional Airport, OK  
(Lat. 35°21'26" N, long. 96°56'34" W)  
Seminole Municipal Airport, OK  
(Lat. 35°16'28" N, long. 96°40'31" W)  
Prague Municipal Airport, OK  
(Lat. 35°28'51" N, long. 96°43'08" W)  
Chandler Regional Airport, OK  
(Lat. 35°43'27" N, long. 96°49'13" W)  
Cushing Municipal Airport, OK  
(Lat. 35°57'00" N, long. 96°46'24" W)  
Cushing Regional Hospital Heliport, OK,  
Point In Space Coordinates  
(Lat. 35°58'41" N, long. 96°45'27" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Shawnee Regional Airport, and within a 6.6-mile radius of Seminole Municipal Airport, and within a 6.3-mile radius of Prague Municipal Airport, and within a 6.4-mile radius of Chandler Regional Airport, and within a 6.5-mile radius of Cushing Municipal Airport, and that airspace within a 6-mile radius of the Point In Space serving Cushing Regional Hospital Heliport.

Issued in Fort Worth, Texas, on February 12, 2020.

**Steve Szukala,**

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

[FR Doc. 2020-03284 Filed 2-20-20; 8:45 am]

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

[Docket No. FAA-2019-0799; Airspace  
Docket No. 19-AGL-13]

**RIN 2120-AA66**

**Amendment of VHF Omnidirectional  
Range (VOR) Federal Airway V-71 and  
Area Navigation Route T-285 Due to  
the Decommissioning of the Winner,  
SD, VOR**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends VHF Omnidirectional Range (VOR) Federal airway V-71 and area navigation (RNAV) route T-285. The FAA is taking this action due to the planned

decommissioning of the Winner, SD (ISD), VOR navigation aid (NAVAID). The Winner VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

**DATES:** Effective date 0901 UTC, May 21, 2020. 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 [https://www.faa.gov/air\\_traffic/publications/](https://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. 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](mailto:fedreg.legal@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION CONTACT:** Colby Abbott, 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 air traffic service route structure in the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

**History**

The FAA published a notice of proposed rulemaking for Docket No. FAA-2019-0799 in the **Federal Register** (84 FR 64795; November 25, 2019)

amending VOR Federal airway V-71 and RNAV route T-285. Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. No comments were received.

VOR Federal airways are published in paragraph 6010(a) and RNAV T-routes are published in paragraph 6011 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 ATS routes listed in this document would be subsequently published in the Order.

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

**Differences From the NPRM**

In the NPRM proposal section addressing the proposed amendment to RNAV route T-285 and in the regulatory text section describing T-285, the North Platte, NE, NAVAID was identified as a VORTAC, in error. The North Platte, NE, NAVAID is a VOR/Distance Measuring Equipment (VOR/DME) facility. This rule corrects that editorial error in the rule section and regulatory text.

Also in the NPRM proposal section, one of the proposed amendments to T-285 indicated that the Rapid City VORTAC "RAP" identifier would be added to the first line of the route description. This too was in error and should have stated the North Platte, NE, VOR/DME "LBF" identifier would be added. The regulatory text for the T-285 description correctly indicated "North Platte, NE (LBF)" in the first line of the description as was intended. This rule corrects that editorial error in the rule section.

These editorial corrections do not change the route's structure, operational use, or charted depiction, and are consistent with the proposed amendments to T-285.

**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**

The FAA is amending Title 14 Code of Federal Regulations (14 CFR) part 71 by modifying VOR Federal airway V-71