

LBNON, NH	WP	(Lat. 43°40'44.43" N, long. 072°12'58.18" W)
ZIECH, VT	FIX	(Lat. 43°49'58.39" N, long. 072°18'14.50" W)
DAVID, VT	FIX	(Lat. 43°54'35.43" N, long. 072°20'53.51" W)
Montpelier, VT (MPV)	VOR/DME	(Lat. 44°05'07.74" N, long. 072°26'57.76" W)
CEVIB, VT	FIX	(Lat. 44°11'40.96" N, long. 072°42'15.29" W)
POROE, VT	FIX	(Lat. 44°13'28.02" N, long. 072°46'26.54" W)
Burlington, VT (BTV)	VOR/DME	(Lat. 44°23'49.58" N, long. 073°10'57.48" W)

**T-395 Concord, NH (CON) to BRLIN, NH [New]**

Concord, NH (CON)	VOR/DME	(Lat. 43°13'11.23" N, long. 071°34'31.63" W)
YECKA, NH	FIX	(Lat. 43°28'08.16" N, long. 071°26'13.93" W)
GRUMP, NH	FIX	(Lat. 43°33'05.83" N, long. 071°23'27.86" W)
LAROE, NH	FIX	(Lat. 43°44'58.72" N, long. 071°16'47.95" W)
NOTTY, NH	FIX	(Lat. 44°01'57.29" N, long. 071°07'11.43" W)
WYLIE, ME	FIX	(Lat. 44°14'36.30" N, long. 070°59'57.84" W)
JOBBY, NH	FIX	(Lat. 44°24'34.54" N, long. 071°04'43.11" W)
BRLIN, NH	WP	(Lat. 44°38'00.82" N, long. 071°11'10.32" W)

\* \* \* \* \*

Issued in Washington, DC, on March 11, 2020.

**Scott M. Rosenbloom,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2020-05864 Filed 3-23-20; 8:45 am]

**BILLING CODE 4910-13-P**

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

[Docket No. FAA-2020-0188; Airspace Docket No. 20-ASO-9]

**RIN 2120-AA66**

**Proposed Amendment of Air Traffic Service (ATS) Routes J-6, Q-68, V-5, V-49, V-243, and T-325 in the Vicinity of Bowling Green, KY**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to amend one jet route, J-6; three VHF Omnidirectional Range (VOR) Federal airways, V-5, V-49, and V-243; and two area navigation (RNAV) routes, Q-68 and T-325. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Bowling Green, KY, VOR/Tactical Air Navigation (VORTAC) navigation aid (NAVAID). The Bowling Green VOR is being decommissioned in support of the FAA's VOR Minimum Operational Network (MON) program.

**DATES:** Comments must be received on or before May 8, 2020.

**ADDRESSES:** Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590; telephone:

1(800) 647-5527, or (202) 366-9826. You must identify FAA Docket No. FAA-2020-0188; Airspace Docket No. 20-ASO-9 at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

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 would

modify the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

**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-2020-0188; Airspace Docket No. 20-ASO-9) 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 <https://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-2020-0188; Airspace Docket No. 20-ASO-9." The postcard will be date/time stamped and returned to the commenter.

All communications received on or before the specified comment closing date 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 comment closing date. 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 <https://www.regulations.gov>. Recently published rulemaking documents can also be accessed through the FAA's web page at [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://www.faa.gov/air_traffic/publications/airspace_amendments/).

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 Operations Support Group, Central Service Center, Federal Aviation Administration, 10101 Hillwood Blvd., Fort Worth, TX, 76177.

### Availability and Summary of Documents for Incorporation by Reference

This document proposes to amend 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.

### Background

The FAA is planning to decommission the VOR portion of the Bowling Green, KY (BWG), VORTAC in September 2020. The Bowling Green VOR was one of the candidate VORs identified for discontinuance by the FAA's VOR MON program and listed in the Final policy statement notice, "Provision of Navigation Services for the Next Generation Air Transportation System (NextGen) Transition to Performance-Based Navigation (PBN) (Plan for Establishing a VOR Minimum Operational Network)," published in the **Federal Register** of July 26, 2016 (81 FR 48694), Docket No. FAA-2011-1082. Although the VOR portion of the Bowling Green VORTAC NAVAID is planned for decommissioning, the DME portion is being retained with the "BWG" identifier. The air traffic service (ATS) routes affected by the Bowling Green VOR decommissioning are jet route J-6; VOR Federal airways V-5, V-49, and V-243; and RNAV route T-325.

With the planned decommissioning of the Bowling Green VOR, the remaining ground-based NAVAID coverage in the

area is insufficient to enable the continuity of J-6, V-5, V-49, and V-243 within the affected area. As such, the proposed modifications to J-6 and V-5 would result in gaps in the ATS routes. The proposed modifications to V-49 and V-243 would result in the V-49 airway segment north of the Nashville, TN, VORTAC and the V-243 airway segment north of the Choo Choo, TN, VORTAC being removed.

To overcome the removal of the J-6, V-5, V-49, and V-243 route and airway segments, the FAA plans to retain the current fixes located along those route and airway segments to assist pilots and air traffic controllers already familiar with them, for navigation purposes. Additionally, the FAA proposes to extend RNAV route Q-68 between a new waypoint being established, named LITTR, near the Little Rock, AR, VORTAC and the Charleston, WV, VOR/Distance Measuring Equipment (VOR/DME) NAVAID to overlay the J-6 routing being removed. Lastly, the Bowling Green, KY, DME facility is planned to be retained and charted in its current location as a DME facility with the "BWG" identifier. As such, the FAA proposes to retain T-325 as it is charted today by changing the Bowling Green, KY, VORTAC route point to reflect the Bowling Green, KY, DME route point.

Instrument flight rules (IFR) traffic could use the extended Q-68 route segment in the enroute high altitude structure or existing adjacent ATS route segments (including V-4, V-11, V-47, V-51, V-140, V-513, and T-325) in the enroute low altitude structure, file point-to-point using the fixes that will remain in place, or receive air traffic control (ATC) radar vectors to continue operating through the affected area. Visual flight rules (VFR) pilots who elect to navigate via the airways through the affected area could also take advantage of the air traffic services previously listed.

### The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 to remove ATS route segments from J-6, V-5, V-49, and V-243; extend RNAV route Q-68 to overlay the J-6 routing being removed; and redefine the RNAV route T-325 Bowling Green, KY, VORTAC route point. This proposal would also correct the location for the Choo Choo VORTAC to read Tennessee (TN). The planned decommissioning of the VOR portion of the Bowling Green, KY, VORTAC has made this action necessary. The proposed ATS route actions are described below.

**J-6:** J-6 currently extends between the Salinas, CA, VORTAC and the Albany, NY, VORTAC. The FAA proposes to remove the route segment between the Little Rock, AR, VORTAC and the Charleston, WV, VOR/DME. The unaffected portions of the existing route would remain as charted.

**Q-68:** Q-68 currently extends between the Charleston, WV, VOR/DME and the OTTTO, VA, waypoint located near the Linden, VA, VORTAC. The FAA proposes to extend the route westward from the Charleston, WV, VOR/DME to a new waypoint, named LITTR, being established near the Little Rock, AR, VORTAC to overlay the J-6 routing proposed to be removed. The unaffected portions of the existing route would remain as charted.

**V-5:** V-5 currently extends between the Pecan, GA, VOR/DME and the Appleton, OH, VORTAC. The FAA proposes to remove the airway segment between the Choo Choo, TN, VORTAC and the New Hope, KY, VOR/DME. The unaffected portions of the existing airway would remain as charted.

**V-49:** V-49 currently extends between the Vulcan, AL, VORTAC and the Mystic, KY, VOR. The FAA proposes to remove the airway segment between the Nashville, TN, VORTAC and the Mystic, KY, VOR. The unaffected portions of the existing airway would remain as charted.

**V-243:** V-243 currently extends between the Craig, FL, VORTAC and the Bowling Green, KY, VORTAC. The FAA proposes to remove the airway segment between the Choo Choo, TN, VORTAC and the Bowling Green, KY, VORTAC. The unaffected portions of the existing airway would remain as charted.

**T-325:** T-325 currently extends between the Bowling Green, KY, VORTAC and the Terre Haute, IN, VORTAC. The FAA proposes to change the Bowling Green, KY (BWG), route point from being listed as a "VORTAC" to a "DME". Additionally, the Bowling Green, KY, "BWG" identifier and Terre Haute, IN, "TTH" identifier are added to the first line of the route description and the geographic coordinates of each route point are updated to be expressed in degrees, minutes, seconds, and hundredths of a second. The existing RNAV route would remain as charted.

The NAVAID radials listed in the airway descriptions below are unchanged and stated in True degrees.

Jet routes are published in paragraph 2004, RNAV Q-routes are published in paragraph 2006, 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.

Regulatory Notices and Analyses

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. 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 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.

Environmental Review

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, "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(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 2004 Jet Routes.

\* \* \* \* \*

J-6 [Amended]

From Salinas, CA; INT Salinas 145° and Avenal, CA, 292° radials; Avenal; INT Avenal 119° and Palmdale, CA, 310° radials; Palmdale; Hector, CA; Needles, CA; Drake, AZ; Zuni, AZ; Albuquerque, NM; Tucumcari, NM; Panhandle, TX; Will Rogers, OK; to Little Rock, AR. From Charleston, WV; INT Charleston 076° and Martinsburg, WV, 243° radials; Martinsburg; Lancaster, PA; Broadway, NJ; Sparta, NJ; to Albany, NY.

\* \* \* \* \*

Paragraph 2006 United States Area Navigation Routes.

\* \* \* \* \*

Q-68 LITTR, AR to OTTTO, VA [Amended]

Table with 3 columns: Location, Type, and Coordinates. Includes entries for LITTR, AR; SOPIE, TN; Bowling Green, KY; YOCKY, KY; SPAYD, WV; CHARLESTON, WV (HVQ); TOMCA, WV; RONZZ, WV; HHOLZ, WV; CAPOE, VA; OTTTO, VA.

\* \* \* \* \*

Paragraph 6010(a) Domestic VOR Federal Airways.

\* \* \* \* \*

V-5 [Amended]

From Pecan, GA; Vienna, GA; Dublin, GA; Athens, GA; INT Athens 340° and Electric City, SC, 274° radials; INT Electric City 274°

and Choo Choo, TN, 127° radials; to Choo Choo. From New Hope, KY; Louisville, KY; Cincinnati, OH; to Appleton, OH.

\* \* \* \* \*

V-49 [Amended]

From Vulcan, AL; Decatur, AL; to Nashville, TN.

\* \* \* \* \*

V-243 [Amended]

From Craig, FL; Waycross, GA; Vienna, GA; LaGrange, GA; INT LaGrange 342° and Choo Choo, TN, 189° radials; to Choo Choo.

\* \* \* \* \*

Paragraph 6011 United States Area Navigation Routes.

\* \* \* \* \*

T-325 Bowling Green, KY (BWG) to Terre Haute, IN (TTH) [Amended]

Table with 3 columns: Location, Type, and Coordinates. Includes entries for Bowling Green, KY (BWG); RENRO, KY; LOONE, KY; APALO, IN; BUNKA, IN; Terre Haute, IN (TTH).

\* \* \* \* \*

Issued in Washington, DC, on March 11, 2020.

**Scott M. Rosenbloom,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2020-05863 Filed 3-23-20; 8:45 am]

**BILLING CODE 4910-13-P**

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 52**

[EPA-R09-OAR-2020-0079; FRL-10006-51-Region 9]

**Air Plan Approval; California; San Joaquin Valley Unified Air Pollution Control District**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is proposing to approve a revision to the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) portion of the California State Implementation Plan (SIP). This revision concerns emissions of oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) from off-road mobile, diesel agricultural equipment. We are proposing to approve a local measure to reduce NO<sub>x</sub> and PM emissions from

these emission sources under the Clean Air Act (CAA or the Act). We are taking comments on this proposal and plan to follow with a final action.

**DATES:** Any comments must arrive by April 23, 2020.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA-R09-OAR-2020-0079 at <https://www.regulations.gov>. For comments submitted at [Regulations.gov](https://www.regulations.gov), follow the online instructions for submitting comments. Once submitted, comments cannot be edited or removed from [Regulations.gov](https://www.regulations.gov). The EPA may publish any comment received to its public docket. Do not submit electronically any information you consider to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Multimedia submissions (audio, video, etc.) must be accompanied by a written comment. The written comment is considered the official comment and should include discussion of all points you wish to make. The EPA will generally not consider comments or comment contents located outside of the primary submission (*i.e.*, on the web, cloud, or other file sharing system). For additional submission methods, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section. For the full EPA public comment policy, information about CBI or multimedia

submissions, and general guidance on making effective comments, please visit <https://www.epa.gov/dockets/commenting-epa-dockets>.

**FOR FURTHER INFORMATION CONTACT:** Rynda Kay, EPA Region IX, 75 Hawthorne Street, San Francisco, CA 94105, (415) 947-4118, [kay.rynda@epa.gov](mailto:kay.rynda@epa.gov).

**SUPPLEMENTARY INFORMATION:** Throughout this document, “we,” “us” and “our” refer to the EPA.

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**I. The State’s Submittal**

*A. What measure did the State submit?*

Table 1 lists the measure addressed by this proposal with the date that it was adopted by the California Air Resources Board (CARB). We refer to this measure as the “Valley Incentive Measure.”

TABLE 1—SUBMITTED MEASURE

Agency	Resolution No.	Measure title	Adopted	Submitted
CARB .....	19-26	“San Joaquin Valley Agricultural Equipment Incentive Measure,” as amended by “Additional Clarifying Information for the San Joaquin Valley Agricultural Equipment Incentive Measure.”	12/12/19	02/11/20

We find that the submittal for the Valley Incentive Measure meets the completeness criteria in 40 CFR part 51 Appendix V, which must be met before formal EPA review.

*B. Are there other versions of this measure?*

There are no previous versions of the Valley Incentive Measure in the SIP.

*C. What is the purpose of the submitted measure?*

Emissions of NO<sub>x</sub> contribute to ground-level ozone, smog and particular matter, which harm human health and the environment. Emissions of PM, including PM equal to or less than 2.5 microns in diameter (PM<sub>2.5</sub>) and PM equal to or less than 10 microns in diameter (PM<sub>10</sub>), contribute to effects that are harmful to human health and

the environment, including premature mortality, aggravation of respiratory and cardiovascular disease, decreased lung function, visibility impairment, and damage to vegetation and ecosystems. The CAA generally requires states to submit control measures to reduce NO<sub>x</sub> and PM emissions.

The San Joaquin Valley is designated and classified as a Serious nonattainment area for the 1997 annual and 24-hour PM<sub>2.5</sub> standards and the 2006 24-hour PM<sub>2.5</sub> standards, and designated and classified as a Moderate nonattainment area for the 2012 annual PM<sub>2.5</sub> standard.<sup>1</sup> On May 10, 2019, CARB submitted the “2018 Plan for the 1997, 2006, and 2012 PM<sub>2.5</sub> Standards,” adopted November 15, 2018 (“2018 PM<sub>2.5</sub> Plan”) and the “San Joaquin

Valley Supplement to the 2016 State Strategy for the State Implementation Plan,” adopted October 25, 2018 (“Valley State SIP Strategy”), which contain, *inter alia*, a request to extend the attainment deadline for the 2006 PM<sub>2.5</sub> standards from 2019 to 2024 in the San Joaquin Valley and commitments to achieve specific amounts of PM<sub>2.5</sub> and NO<sub>x</sub> emission reductions by 2024 and 2025 toward attainment requirements for the 2006 24-hour and the 2012 annual PM<sub>2.5</sub> standards, respectively.<sup>2</sup>

The Valley Incentive Measure contains a set of enforceable commitments by CARB to monitor, assess, and regularly report on emission reductions from off-road mobile, diesel agricultural equipment replacement

<sup>1</sup> 40 CFR 81.305.

<sup>2</sup> 2018 PM<sub>2.5</sub> Plan, 6-2.