

**Q-110 OCTAL, FL to BLANS, IL [Amended]**

OCTAL, FL	WP	(Lat. 26°09'01.92" N, long. 080°12'11.60" W)
JAYMC, FL	WP	(Lat. 26°58'51.00" N, long. 081°22'08.00" W)
SHEEK, FL	WP	(Lat. 27°35'15.40" N, long. 081°46'27.82" W)
SMELZ, FL	WP	(Lat. 28°04'59.00" N, long. 082°06'34.00" W)
AMORY, FL	WP	(Lat. 29°13'17.02" N, long. 082°55'42.90" W)
JOKKY, FL	WP	(Lat. 30°11'31.47" N, long. 083°38'41.86" W)
DAWWN, GA	WP	(Lat. 31°28'49.96" N, long. 084°36'46.69" W)
JYROD, AL	WP	(Lat. 33°10'53.29" N, long. 085°51'54.85" W)
BFOLO, AL	WP	(Lat. 34°03'33.98" N, long. 086°31'30.49" W)
SKIDO, AL	WP	(Lat. 34°31'49.10" N, long. 086°53'11.16" W)
BETIE, TN	WP	(Lat. 36°07'29.88" N, long. 087°54'01.48" W)
BLANS, IL	WP	(Lat. 37°28'09.27" N, long. 088°44'00.68" W)

**Q-116 Vulcan, AL (VUZ) to OCTAL, FL [Amended]**

Vulcan, AL (VUZ)	VORTAC	(Lat. 33°40'12.48" N, long. 086°53'59.41" W)
DEEDA, GA	WP	(Lat. 31°34'13.55" N, long. 085°00'31.10" W)
JAWJA, FL	WP	(Lat. 30°10'25.55" N, long. 083°48'58.94" W)
MICES, FL	WP	(Lat. 29°51'37.65" N, long. 083°33'18.30" W)
DEANR, FL	WP	(Lat. 29°15'30.40" N, long. 083°03'30.24" W)
PEATOY, FL	WP	(Lat. 29°03'52.49" N, long. 082°54'00.09" W)
SMELZ, FL	WP	(Lat. 28°04'59.00" N, long. 082°06'34.00" W)
SHEEK, FL	WP	(Lat. 27°35'15.40" N, long. 081°46'27.82" W)
JAYMC, FL	WP	(Lat. 26°58'51.00" N, long. 081°22'08.00" W)
OCTAL, FL	WP	(Lat. 26°09'01.92" N, long. 080°12'11.60" W)

**Q-118 Marion, IN (MZZ) to PEAKY, FL [Amended]**

Marion, IN (MZZ)	VOR/DME	(Lat. 40°29'35.99" N, long. 085°40'45.30" W)
HEVAN, IN	WP	(Lat. 39°21'08.86" N, long. 085°07'46.70" W)
ROYYZ, IN	WP	(Lat. 39°56'28.93" N, long. 084°56'10.19" W)
VOSTK, KY	WP	(Lat. 38°28'15.86" N, long. 084°43'03.58" W)
HELUB, KY	WP	(Lat. 37°42'54.84" N, long. 084°44'28.31" W)
JEDER, KY	WP	(Lat. 37°19'30.54" N, long. 084°45'14.17" W)
GLAZR, TN	WP	(Lat. 36°25'20.78" N, long. 084°46'49.29" W)
KAILL, GA	WP	(Lat. 34°01'47.21" N, long. 084°31'24.18" W)
Atlanta, GA (ATL)	VORTAC	(Lat. 33°37'44.68" N, long. 084°26'06.23" W)
JOHNN, GA	FIX	(Lat. 31°31'22.94" N, long. 083°57'26.55" W)
JAMIZ, FL	WP	(Lat. 30°13'46.91" N, long. 083°19'27.78" W)
BRUTS, FL	WP	(Lat. 29°30'58.00" N, long. 082°58'57.00" W)
JINOS, FL	WP	(Lat. 28°28'46.00" N, long. 082°08'52.00" W)
KPASA, FL	WP	(Lat. 28°10'34.00" N, long. 081°54'27.00" W)
SHEEK, FL	WP	(Lat. 27°35'15.40" N, long. 081°46'27.82" W)
CHRR, FL	FIX	(Lat. 27°03'00.70" N, long. 081°39'14.81" W)
FEMID, FL	WP	(Lat. 26°06'29.59" N, long. 081°27'23.07" W)
PEAKY, FL	WP	(Lat. 24°35'23.72" N, long. 081°08'53.91" W)

\* \* \* \* \*

Issued in Washington, DC, on March 16, 2020.

**Scott M. Rosenbloom,**  
*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2020-05987 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-2019-0921; Airspace Docket No. 19-ANE-7]

**RIN 2120-AA66**

**Amendment of Class D and Class E Airspace, Nashua, NH**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends Class D airspace, Class E airspace designated as an extension to a Class D surface area, and Class E airspace extending upward

from 700 feet above the surface at Boire Field, Nashua, NH, to accommodate airspace reconfiguration due to the decommissioning of CHERN non-directional beacon, and cancellation of the associated approaches. Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations at this airport. This action also updates the geographic coordinates of this airport, as well as Manchester VOR/DME. In addition, this action recognizes the name change of Pepperell Airport (formerly Sports Center Airport). This action also replaces the outdated term Airport/Facility Directory with the term Chart Supplement in the legal descriptions of associated Class D and E airspace of Boire Field. Also, the FAA inadvertently failed to address the purpose of the radius of Class E airspace extending upward from 700 feet above the surface increasing from 7.0 miles to 7.9 miles. In addition, the Manchester VOR/DME was incorrectly identified as VORTAC. This action corrects these errors.

**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 on line 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:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Ave., College Park, GA 30337; telephone (404) 305-6364.

**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 Class D and E airspace at Boire Field, Nashua, NH, to support IFR operations in the area.

### History

The FAA published a notice of proposed rulemaking in the **Federal Register** (84 FR 68385, December 16, 2019) for Docket No. FAA-2019-0921 to amend Class D and E airspace at Boire Field, Nashua, NH, by eliminating the northwest extension of the airport, due to the cancellation of the NDB approach, and by updating the geographic coordinates of this airport, as well as Manchester VOR/DME. In addition, the FAA recognizes the name change of Pepperell Airport (formerly Sports Center Airport), and replaces the outdated term Airport/Facility Directory with the term Chart Supplement in the legal descriptions of associated Class D and E airspace of Boire Field.

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 D and Class E airspace designations are published in Paragraphs 5000, 6004, and 6005, respectively 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 D and 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 amends Class D, Class E airspace designated as an extension to a Class D surface area, and Class E airspace extending upward from 700 feet or more above the surface at Boire Field, Nashua, NH, by eliminating the northwest extension of the airport, due to the cancellation of the NDB approach. The FAA also updates the geographic coordinates of Boire Field and Manchester VOR/DME to coincide with the FAA's aeronautical database. In addition, this action recognizes the name change of Pepperell Airport (formerly Sports Center Airport). Also, an editorial change is made replacing the outdated term Airport/Facility Directory with the term Chart Supplement in the associated Class D and E airspace legal descriptions for Boire Field. Subsequent to publication, the FAA found the Manchester VOR/DME was incorrectly identified as Manchester VORTAC. This action corrects that error. In addition, a review of the airspace resulting from the decommissioning of the CHERN NDB indicated that the radius of the Class E airspace extending upward from 700 feet or more above the surface needed to be increased from 7.0 miles to 7.9 miles. These changes are necessary for continued safety and management of IFR operations at this 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. 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 5-6.5a. 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.

### 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, effective September 15, 2019, is amended as follows:

*Paragraph 5000 Class D Airspace.*

\* \* \* \* \*

#### ANE NH D Nashua, NH [Amended]

Boire Field, NH

(Lat. 42°46'57" N, long. 71°30'51" W)

Pepperell Airport, MA

(Lat. 42°41'46" N, long. 71°33'00" W)

That airspace extending upward from the surface to and including 2,700 feet MSL within a 5-mile radius of Boire Field; excluding that airspace within a 2-mile radius of Pepperell Airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

*Paragraph 6004 Class E Airspace Designated as an Extension to Class D or E Surface Area.*

\* \* \* \* \*

#### ANE NH E4 Nashua, NH [Amended]

Boire Field, NH

(Lat. 42°46'57" N, long. 71°30'51" W)

Manchester VOR/DME

(Lat. 42°52'07" N, long. 71°22'10" W)

That airspace extending upward from the surface within 1.1 miles on each side of the Manchester VOR/DME 231° radial extending from the 5-mile radius to 8.4 miles northeast of Boire Field. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

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

\* \* \* \* \*

#### **ANE NH E5 Nashua, NH [Amended]**

Boire Field, NH

(Lat. 42°46'57" N, long. 71°30'51" W)

That airspace extending upward from 700 feet above the surface within a 7.9-mile radius of Boire Field

Issued in College Park, Georgia, on March 11, 2020.

**Ryan Almasy,**

*Manager, Operations Support Group, Eastern Service Center, Air Traffic Organization.*

[FR Doc. 2020-05989 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-2020-0274; Airspace Docket No. 20-ASO-8]

**RIN 2120-AA66**

#### **Amendment of Area Navigation (RNAV) Route Q-56 in the Vicinity of Atlanta, GA**

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

**ACTION:** Final rule.

**SUMMARY:** This action amends area navigation (RNAV) route Q-56 in the vicinity of Atlanta, GA, by re-establishing the route over the KBLER, GA, waypoint, which was recently removed from the route. Subsequent to the recent publication of the rule that removed the KBLER waypoint from Q-56, the FAA has identified safety related issues resulting from the removal of the waypoint and the resultant relocation of the affected route segment. This action amends Q-56 to reflect the route as it was charted prior to the KBLER waypoint being removed, addresses the safety issues created by the removal of the waypoint from the route, and restores the safety and efficiency of the high altitude enroute structure supporting the flow of air traffic in the vicinity of the Atlanta, GA, and Charlotte, NC, Metroplex areas.

**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 route structure in the National Airspace System as necessary to preserve the safe and efficient flow of air traffic.

##### **History**

In 2014, the FAA established 14 RNAV Q-routes and modified 4 Q-routes to enhance the efficiency of the National Airspace System (NAS) by improving the flow of air traffic in the vicinity of the Atlanta, GA, and Charlotte, NC, Metroplex areas. One of the Q-routes established at that time was Q-56, which was designed with the KBLER, GA, waypoint included in the route

between the CATLN, AL, fix and the KELLN, SC, waypoint.

The FAA recently published a rule in the **Federal Register** for Docket No. FAA-2018-0817 (85 FR 3814; January 23, 2020) to amend and establish multiple Air Traffic Service (ATS) routes due to the planned decommissioning of the Hobby, TX, VHF Omnidirectional Range/Distance Measuring Equipment (VOR/DME) navigation aid. One of the routes amended in that action was Q-56, which included an amendment removing the KBLER, GA, waypoint.

The removal of the KBLER, GA, waypoint from Q-56 has inadvertently created safety issues within the Atlanta Air Route Traffic Control Center (ARTCC) airspace by effectively moving the affected route segment 3 miles to the south at a heavily used choke point east of the Hartsfield-Jackson Atlanta International Airport. By moving the affected route segment south in that area, controllers are now required to ensure that point-out coordination of aircraft on Q-56 is accomplished because the route in that area is less than 2.5 miles from the adjacent ATC sector boundaries. If air traffic control misses this additional point-out coordination, the result will be an airspace violation and possible loss of aircraft separation.

The unintended airway change also effects how aircraft inbound to Charlotte/Douglas International Airport are handled via the JONZE standard terminal arrival route (STAR). The original Q-56 route design, with the KBLER waypoint included, ensured that Charlotte/Douglas International Airport arrival aircraft flying the JONZE STAR would diverge from Q-56 at a point where Atlanta ARTCC controllers were able to transition the arrival aircraft through overflight traffic in the area in a manner that would meet descent restrictions established by the Charlotte Terminal Radar Approach Control (TRACON) controllers based on current traffic flows. With the affected Q-56 route segment being relocated closer to the adjacent ATC sector boundaries, it has created additional safety concerns associated with ATC being able to descend Charlotte/Douglas International Airport arrival aircraft in a timely manner to meet descent restrictions and impacting the efficiencies realized by the Charlotte/Douglas International Airport Optimized Profile Descent (OPD) procedures. Further, the possibility that ATC may be unable to meet descent restrictions for Charlotte/Douglas International Airport arrival aircraft could also result in the Charlotte TRACON being unable to accept the