

and the Huron, SD, VORTAC NAVAIDs. The FAA proposes to retain the route by replacing the Winner, SD, VOR route point with the new LESNR waypoint being established overhead the Winner VOR location. Additionally, the Rapid City VORTAC “RAP” identifier and Huron VORTAC “HON” 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 route would remain as charted.

The NAVAID radials listed in the V-71 airway description below are unchanged and stated in True degrees.

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:

**T-285 North Platte, NE (LBF) to Huron, SD (HON)**

North Platte, NE (LBF)	VORTAC	(Lat. 41°02'55.34" N, long. 100°44'49.55" W)
Thedford, NE (TDD)	VOR/DME	(Lat. 41°58'53.99" N, long. 100°43'08.55" W)
MARSS, NE	Fix	(Lat. 42°27'48.92" N, long. 100°36'15.32" W)
Valentine, NE (VTN)	NDB	(Lat. 42°51'41.85" N, long. 100°32'58.73" W)
LKOTA, SD	WP	(Lat. 43°15'28.00" N, long. 100°03'14.00" W)
LESNR, SD	WP	(Lat. 43°29'16.06" N, long. 99°45'41.55" W)
Huron, SD (HON)	VORTAC	(Lat. 44°26'24.30" N, long. 98°18'39.89" W)

**PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

■ 1. The authority citation for 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 6010(a) Domestic VOR Federal Airways.*

\* \* \* \* \*

**V-71**

From Fighting Tiger, LA; Natchez, MS; Monroe, LA; El Dorado, AR; Hot Springs, AR; INT Hot Springs 358° and Harrison, AR, 176° radials; Harrison; Springfield, MO; Butler, MO; Topeka, KS; Pawnee City, NE; INT Pawnee City 334° and Lincoln, NE, 146° radials; Lincoln; Columbus, NE; to O’Neill, NE. From Pierre, SD; Bismarck, ND; to Williston, ND.

\* \* \* \* \*

*Paragraph 6011 United States Area Navigation Routes.*

\* \* \* \* \*

\* \* \* \* \*

Issued in Washington, DC, on November 18, 2019.

**Rodger A. Dean Jr.,**

*Acting Manager, Airspace Policy Group.*

[FR Doc. 2019-25293 Filed 11-22-19; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA-2019-0815; Airspace Docket No. 19-ASW-8]**

**RIN 2120-AA66**

**Proposed Revocation, Amendment, and Establishment of Multiple Air Traffic Service (ATS) Routes Due to the Decommissioning of the Greene County, MS, VOR**

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

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

**SUMMARY:** This action proposes to remove Jet Route J-590, amend VHF

Omnidirectional Range (VOR) Federal airways V-11 and V-70, and establish area navigation (RNAV) routes T-362 and T-365. The FAA is proposing this action due to the planned decommissioning of the VOR portion of the Greene County, MS (GCV), VOR/Tactical Air Navigation (VORTAC) navigation aid (NAVAID). The Greene County VOR is being decommissioned in support of the FAA’s VOR Minimum Operational Network (MON) program.

**DATES:** Comments must be received on or before January 9, 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–2019–0815; Airspace Docket No. 19–ASW–8 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–

2019–0816; Airspace Docket No. 19–ASW–8) 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–2019–0815; Airspace Docket No. 19–ASW–8.” 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 Greene County, MS (GCV), VOR in May 2020. The Greene County 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. The ATS routes effected by the Greene County VOR decommissioning are Jet Route J–590 and VOR Federal airways V–11 and V–70.

With the planned decommissioning of the Greene County VOR, the remaining ground-based NAVAID coverage in the area is insufficient to enable the continuity of J–590, V–11, or V–70 within the affected area. As such, the proposed action to J–590 would be to remove the route in its entirety; the proposed modification to V–11 would result in the airway segments between the Brookley, AL, VORTAC and Magnolia, MS, VORTAC being removed; and the proposed modification to V–70 would result in the airway segments between the Picayune, MS, VOR/Distance Measuring Equipment (VOR/DME) and Monroeville, AL, VORTAC being removed.

To overcome the removal of Jet Route J–590, instrument flight rules (IFR) traffic could use adjacent Jet Routes J–2 and J–138, as well as RNAV route Q–24 and existing fixes/waypoints that will remain in place, to circumnavigate the affected area.

To overcome the removal of the V–11 and V–70 airway segments, IFR traffic could use adjacent VOR Federal airways V–9, V–20, V–209, V–222, V–552, and V–555 to circumnavigate the affected areas. They could also file point to point through the area using the existing fixes that will remain in place or receive air traffic control (ATC) radar vectors to continue operating through the 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.

Further, the FAA proposes to establish two new RNAV routes, T–362 and T–365, to overlap the airway segments of V–11 and V–70 proposed to be removed. Additionally, T–362 would

extend beyond the V-70 airway segments being removed to include additional portions of the airway between the Fighting Tiger, LA, VORTAC and Picayune, MS, VOR/DME, and between the Monroeville, AL, VORTAC and Allendale, SC, VOR. The establishment of these two RNAV T-routes would not only provide additional mitigations to the V-11 and V-70 airway segments proposed for removal, but also support the FAA's Next Generation Air Transportation System (NextGen) efforts to modernize the National Airspace System (NAS) navigation system from a ground-based system to a satellite-based system.

### The Proposal

The FAA is proposing an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 to remove Jet Route J-590, amend VOR Federal airways V-11 and V-70, and establish RNAV routes T-362 and T-365 due to the planned decommissioning of the Greene County, MS, VOR. The proposed air traffic service (ATS) route actions are described below.

*J-590:* J-590 currently extends between the Lake Charles, LA, VORTAC and the Montgomery, AL, VORTAC. The FAA proposes to remove the jet route in its entirety.

*V-11:* V-11 currently extends between the Brookley, AL, VORTAC and the intersection of the Fort Wayne, IN, VORTAC 038° and Waterville, OH, VOR/Distance Measuring Equipment (VOR/DME) 273° radials (the EDGE fix). In a separate NPRM, the FAA proposed to amend the EDGE fix in the airway description to describe it as the intersection of the existing Fort Wayne VORTAC 038° radial and the Flag City, OH, VORTAC 308°(T)/310°(M) radial (84 FR 52049, October 1, 2019). The FAA now proposes to remove the airway segment between the Brookley, AL, VORTAC and the Magnolia, MS, VORTAC in this NPRM. The unaffected portions of the existing airway would remain as charted.

*V-70:* V-70 currently extends between the Monterrey, Mexico, VOR/DME and the Allendale, SC, VOR; and between the Grand Strand, SC, VORTAC and the Cofield, NC, VORTAC. The airspace within Mexico is excluded. The FAA proposes to remove the airway segment between the Picayune, MS, VOR/DME and the Monroeville, AL, VORTAC. The unaffected portions of the existing airway would remain as charted.

*T-362:* T-362 is a proposed new route that would extend between the Fighting

Tiger, LA, VORTAC and the Allendale, SC, VOR. This T-route would mitigate the loss of the V-70 airway segment proposed to be removed and provide RNAV routing capability from the Baton Rouge, LA, area, eastward to the Allendale, SC, area.

*T-365:* T-365 is a proposed new route that would extend between the Brookley, AL, VORTAC and the Magnolia, MS, VORTAC. This T-route would mitigate the loss of the V-11 airway segment proposed to be removed and provide RNAV routing capability from the Mobile, AL, area, northwestward to the Jackson, MS, area.

All radials in the route descriptions below that do not reflect True (T)/Magnetic (M) degree radial information are unchanged and stated in True degrees.

Jet Routes are published in paragraph 2004, 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-590 [Removed]**

\* \* \* \* \*

*Paragraph 6010(a) Domestic VOR Federal Airways.*

\* \* \* \* \*

#### V-11

From Magnolia, MS; Sidon, MS; Holly Springs, MS; Dyersburg, TN; Cunningham, KY; Pocket City, IN; Brickyard, IN; Marion, IN; Fort Wayne, IN; to INT Fort Wayne 038° and Flag City, OH, 308°(T)/310°(M) radials.

\* \* \* \* \*

#### V-70

From Monterrey, Mexico; Brownsville, TX; INT Brownsville 338° and Corpus Christi, TX, 193° radials; 34 miles standard width, 37 miles 7 miles wide (4 miles E and 3 miles W of centerline), Corpus Christi; INT Corpus Christi 054° and Palacios, TX, 226° radials; Palacios; Scholes, TX; Sabine Pass, TX; Lake Charles, LA; Lafayette, LA; Fighting Tiger, LA; to Picayune, MS. From Monroeville, AL; INT Monroeville 073° and Eufaula, AL, 258° radials; Eufaula; Vienna, GA; to Allendale, SC. From Grand Strand, SC; Wilmington, NC; Kinston, NC; INT Kinston 050° and Cofield, NC, 186° radials; to Cofield. The airspace within Mexico is excluded.

\* \* \* \* \*

*Paragraph 6011 United States Area Navigation Routes.*

\* \* \* \* \*

**T-362 Fighting Tiger, LA (LSU) to Allendale, SC (ALD)**

Fighting Tiger, LA (LSU)	VORTAC	(Lat. 30°29'06.48" N, long. 91°17'38.64" W)
Picayune, MS (PCU)	VOR/DME	(Lat. 30°33'40.20" N, long. 89°43'49.76" W)
Green County, MS (GCV)	DME	(Lat. 31°05'52.66" N, long. 88°29'10.06" W)
Monroeville, AL (MVC)	VORTAC	(Lat. 31°27'33.57" N, long. 87°21'09.14" W)
CRENS, AL	WP	(Lat. 31°44'43.93" N, long. 86°13'52.87" W)
Eufaula, AL (EUF)	VORTAC	(Lat. 31°57'00.90" N, long. 85°07'49.73" W)
Vienna, GA (VNA)	VORTAC	(Lat. 32°12'48.39" N, long. 83°29'50.12" W)
KLICK, GA	WP	(Lat. 32°33'47.00" N, long. 82°33'01.47" W)
MILEN, GA	WP	(Lat. 32°54'02.88" N, long. 81°36'33.99" W)
Allendale, SC (ALD)	VOR	(Lat. 33°00'44.98" N, long. 81°17'32.04" W)

**T-365 Brookley, AL (BFM) to Magnolia, MS (MHZ)**

Brookley, AL (BFM)	VORTAC	(Lat. 30°36'45.80" N, long. 88°03'19.78" W)
Green County, MS (GCV)	DME	(Lat. 31°05'52.66" N, long. 88°29'10.06" W)
MIZZE, MS	WP	(Lat. 31°50'02.25" N, long. 89°21'16.86" W)
Magnolia, MS (MHZ)	VORTAC	(Lat. 32°26'02.65" N, long. 90°05'59.18" W)

Issued in Washington, DC, on November 18, 2019.

**Rodger A. Dean Jr.,**

*Acting Manager, Rules and Regulations Group.*

[FR Doc. 2019-25295 Filed 11-22-19; 8:45 am]

**BILLING CODE 4910-13-P**

---

## DEPARTMENT OF COMMERCE

### Patent and Trademark Office

#### 37 CFR Parts 1 and 150

[Docket No.: PTO-C-2017-0033]

RIN 0651-AD24

#### Removal of Regulations Governing Requests for Presidential Proclamations Under the Semiconductor Chip Protection Act of 1984 (SCPA) and Certain Rules of Practice Relating to Registration To Practice and Discipline

**AGENCY:** United States Patent and Trademark Office, Commerce.

**ACTION:** Notice of proposed rulemaking and request for comments.

**SUMMARY:** In accordance with Executive Order 13777, "Enforcing the Regulatory Reform Agenda," and Executive Order 13771, "Reducing Regulation and Controlling Regulatory Costs," the United States Patent and Trademark Office (USPTO or Office) proposes to remove its regulations governing requests for Presidential Proclamations under the Semiconductor Chip Protection Act of 1984 (SCPA). In addition, this proposed rule would revise the rules of practice in patent cases to eliminate the requirement for handwritten personal signatures on correspondence relating to registration to practice before the Office, and other matters within the purview of the Office of Enrollment and Discipline (OED).

**DATES:** Written comments must be received on or before December 26, 2019.

**ADDRESSES:** Comments on the changes set forth in this proposed rulemaking should be sent by electronic mail message to: 2017-0033. *Comments@uspto.gov*. Comments may also be submitted by postal mail addressed to: Mail Stop OPIA, USPTO, P.O. Box 1450, Alexandria, VA 22313-1450, ATTN: Docket No. PTO-C-2017-0033.

Comments concerning ideas to improve, revise, and streamline other USPTO regulations, not discussed in this proposed rulemaking, should be submitted to: *RegulatoryReformGroup@uspto.gov*.

Comments may also be submitted via the Federal eRulemaking Portal at <http://www.regulations.gov>. See the Federal eRulemaking Portal website for additional instructions on providing comments via the Federal eRulemaking Portal.

Although comments may be submitted by postal mail, the Office prefers to receive comments by electronic mail message over the internet because the Office may easily share such comments with the public. Electronic comments are preferred to be submitted in plain text, but also may be submitted in ADOBE® portable document format or MICROSOFT WORD® format. Comments not submitted electronically should be submitted on paper in a format that facilitates convenient digital scanning into ADOBE® portable document format.

The comments will be available for public inspection at the Office of Policy and International Affairs, currently located in Madison East, 600 Dulany Street, Alexandria, Virginia. Comments also will be available for viewing via the Office's internet website (<http://www.uspto.gov>) and at <http://www.regulations.gov>. Because comments will be made available for public inspection, information that the submitter does not desire to make public, such as an address or phone number, should not be included in the comments.

**FOR FURTHER INFORMATION CONTACT:** For questions on the changes to 37 CFR part 1, contact Howard Reitz at (571) 272-4097. For questions on changes to 37 CFR part 150, please contact Darren Pogoda at (571) 272-5519.

#### **SUPPLEMENTARY INFORMATION:**

##### **I. Background**

In accordance with Executive Order 13777, "Enforcing the Regulatory Reform Agenda," the Department of Commerce established a Regulatory Reform Task Force (Task Force), comprising, among others, agency officials from the National Oceanic and Atmospheric Administration, the Bureau of Industry and Security, and the USPTO, and charged the Task Force with evaluating existing regulations and identifying those that should be repealed, replaced, or modified because they are potentially outdated, unnecessary, ineffective, costly, or unduly burdensome to both government and private sector operations.

To support its regulatory reform efforts on the Task Force, the USPTO assembled a Working Group on Regulatory Reform (Working Group)—consisting of subject-matter experts from each of the business units that implement the USPTO's regulations—to consider, review, and recommend ways that the regulations could be improved, revised, and streamlined. The Working Group reviewed existing regulations, both discretionary and required by statute or judicial order. The USPTO also solicited comments from stakeholders through a web page established to provide information on the USPTO's regulatory reform efforts, and through the Department's **Federal Register** Notice titled "Impact of Federal Regulations on Domestic Manufacturing" (82 FR 12786, Mar. 7, 2017), which addressed the impact of regulatory burdens on domestic manufacturing. These efforts led to the development of candidate regulations for removal based on the USPTO's assessment that these regulations were